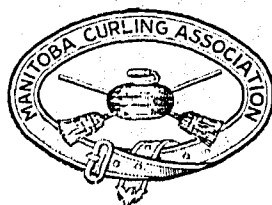


WINNIPEG

WELCOMES

The Manitoba Curling Association



Twenty-third Annual Bonspiel

WINNIPEG

*Week commencing February Eighth
Nineteen hundred and eleven*

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1910-1911

{S.S.}

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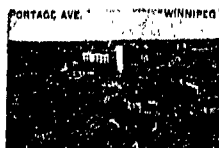
Auditors

J. M. Chisholm

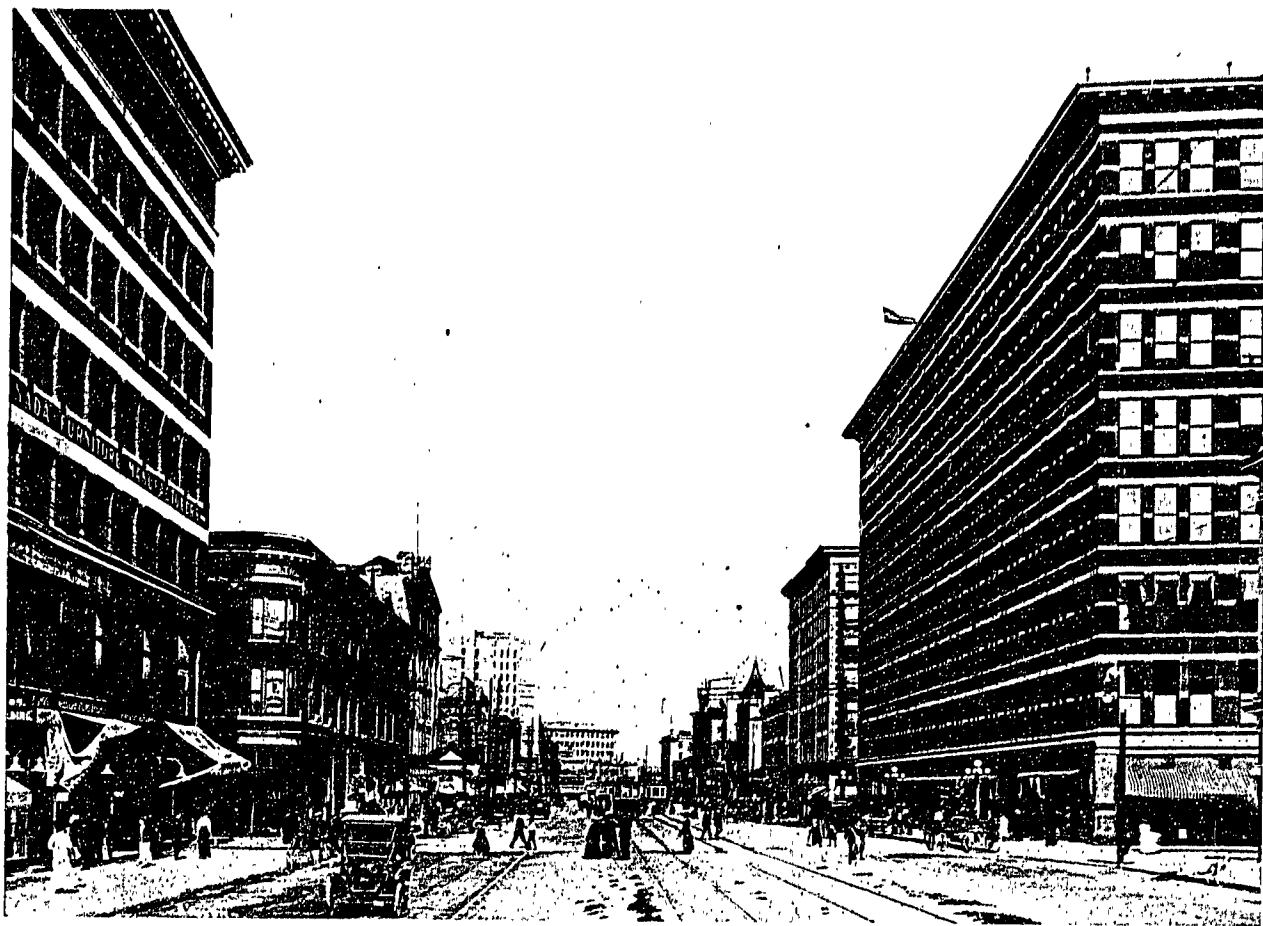
George W. Murray

Blind

Thos. Tod Russell



THE STORY OF WINNIPEG is one of the most marvellous and impressive records of growth on the continent. Thirty-five years ago Winnipeg's population was less than 1,000, and the school attendance was only 35 pupils; it was but a post of the Hudson's Bay Company, without churches, streets or railroads, and but a few years previously the Indians chased herds of buffalo across the prairie where the city now stands. It is now the railroad and business centre of the Canadian West. Twenty-two railway tracks radiate from it, and the C.P.R. yard here, with its 120 miles of sidings, is the largest in the world controlled by a single corporation. Winnipeg is the chief central point of the Canadian Northern and Grand Trunk Pacific railway systems—these roads having just built a Union Station at a cost of \$1,500,000. The annual freight receipts handled by all roads amount to over 2,000,000 tons. Three thousand six hundred railway employees reside in the city. It is in the famous Red River Valley and surrounded by good farming, timber and mining districts with extensive lake fisheries. The streets of the city are generally wide, the principal avenues being 132 feet, 120 miles of streets are paved with asphalt, block and macadam. The area of 13,000 acres has been covered by 185 miles of sewers, 330 miles of paved and graded streets—100 miles of which are boulevarded—and 425 miles of sidewalks. Approximately 200 miles of water mains have been laid down since the city's incorporation 36 years ago. In 1890 the proportionate assessment value of the city was \$13,612,410; in 1900, \$21,077,460; in 1902, \$28,615,810; in 1905, \$62,727,630; in 1906, \$80,511,727; in 1909, \$131,402,800 and in 1910, \$157,603,202. Winnipeg is the wholesale and jobbing centre of Manitoba, Saskatchewan and Alberta. It has 23 chartered banks with forty-two suburban branches in the city. Bank clearings: 1900, \$106,956,720; 1905, \$369,868,179; 1906, \$504,585,914; 1907, \$599,667,376; 1908, \$614,111,801; in 1909, \$770,619,332 and for the first ten months of 1910 clearings show a gain of over 16½ million a month over that of 1909. The city contains 122 churches and missions, 33 public schools, with an enrollment exceeding 17,000; also six parochial schools with 1,200 pupils, six colleges, a university, provincial agricultural college, academies, ladies' schools, the Provincial Government buildings, Court house, gaols, chief offices of the Dominion Government in the West, fine city hall, a free library—costing \$140,000—two railway depots, costing over \$1,000,000 each—erected recently—Industrial Exhibition buildings, extensive markets, up-to-date fire, police and water systems. The electric street railway operates 200 cars on 66 miles of city tracks and 44 miles of suburban lines. A permanent and volunteer military force is located here. New buildings erected in 1900-1-2, amounted to \$5,558,545; in years 1903-4-5 \$26,187,350; years 1906-7-8, \$24,562,200; in 1909, \$9,226,325, and for the first ten months of 1910 an expenditure of \$13,663,000, giving a total for the past seven years and ten months of \$73,638,875 in new buildings. These facts give some idea of the progress being made. The grain business of the Canadian West centres in Winnipeg, and for the last year the inspections exceeded 88,000,000 bushels, placing Winnipeg as the greatest grain market on the American continent. This is evidence enough of the nature of the soil tributary to Winnipeg. In addition to agriculture, a considerable fishing business is done in the large Northern Lakes, and timber and mining enterprises are being developed on its shores. Winnipeg city owns and operates its own asphalt paving plant, its own quarry, street lighting, water works—including high pressure fire system of 300 lbs. pressure for fire protection. Winnipeg is now in a position to encourage manufacturers by affording cheap power. On the Winnipeg River a total of 60,000 h.p. is being developed by the city, which is to be sold to consumers at prices that will compete with any city in Canada. The value of the factory output is now estimated at \$36,000,000 annually, which is an increase of over 400 per cent. in the past 10 years. Over 14,000 factory hands now find employment in the 236 successful plants operating. Take this record in industrial growth and add to it the wholesale turnover of \$100,000,000, and the enormous grain trade, handled in the city, makes Winnipeg the central market and capital city of commerce of Western Canada.



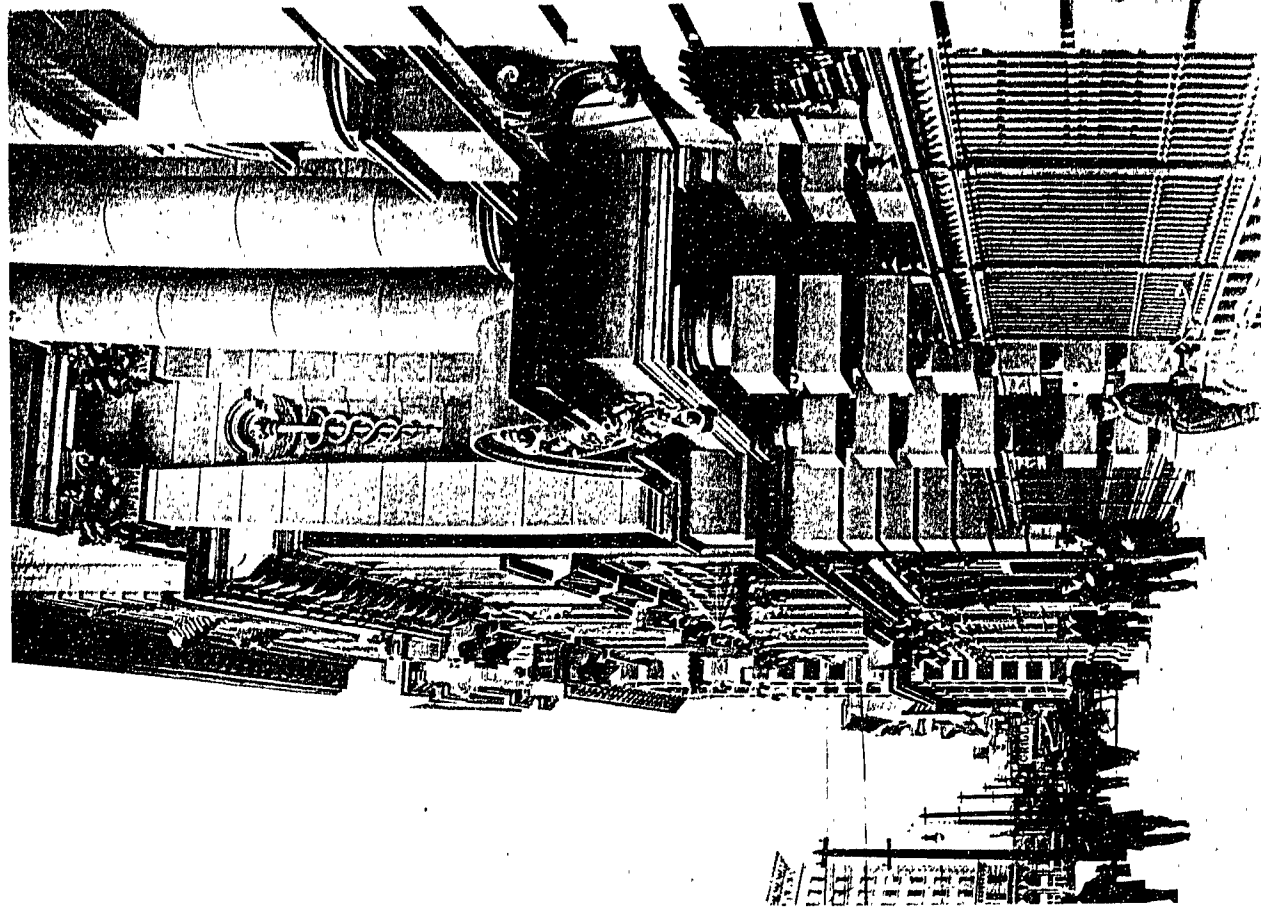
Portage Avenue. The manner in which Portage Avenue has built up is one of the surprises of a truly wonderful city. Flanked on both sides by broad granite walks and with over 100 feet of clear asphalted roadway it makes this street one of the finest modern business thoroughfares on the continent.



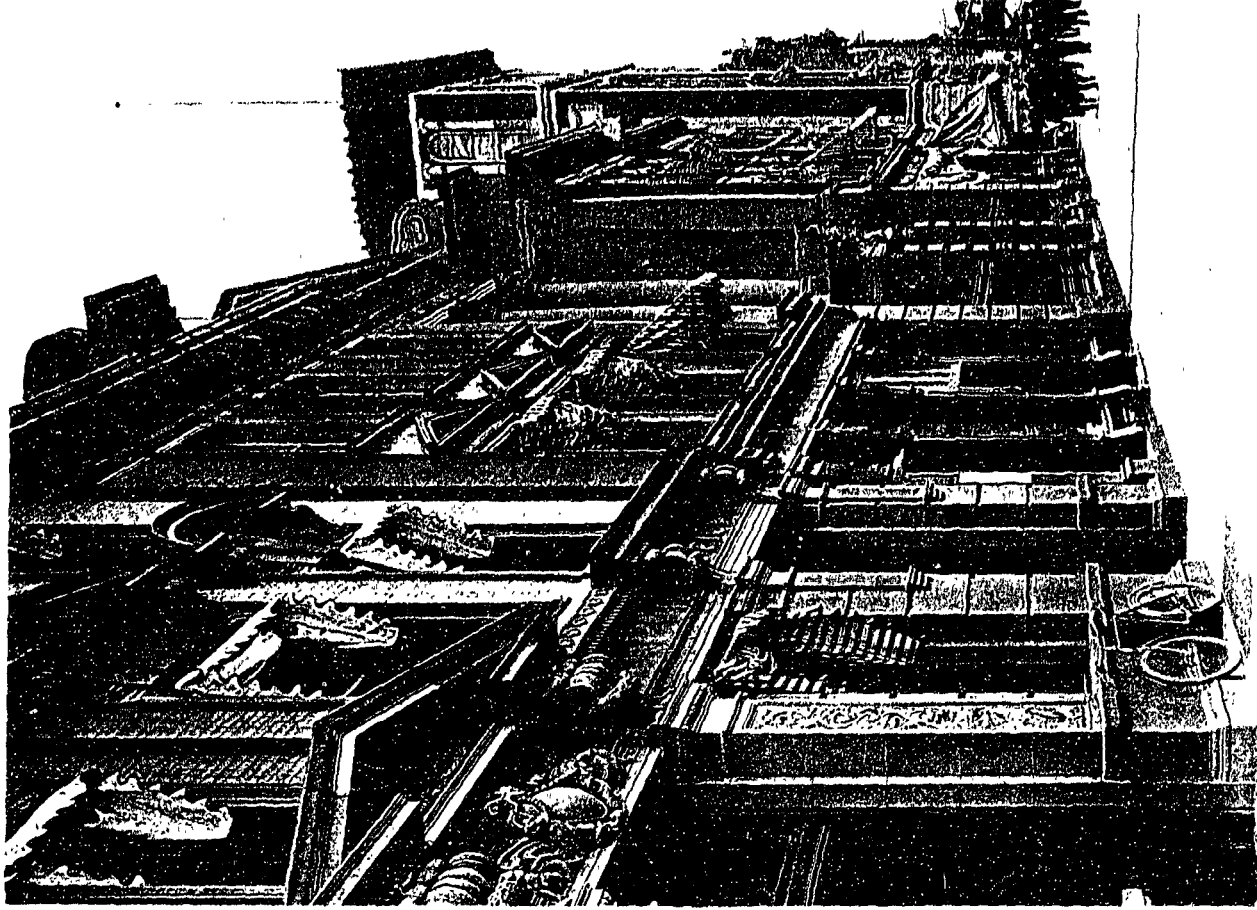
A Holiday on Main Street, Winnipeg. Main Street is the chief thoroughfare of Winnipeg. It is 140 feet wide, beautifully paved and has wide granolithic sidewalks. Double electric car trucks traverse the full length of the street within the city limits and fine buildings line its sides, making Winnipeg's principal street big, dignified and impressive—the more so since it is familiar history that it is no more than thirty years since what is now Main Street, was a muddy prairie trail.



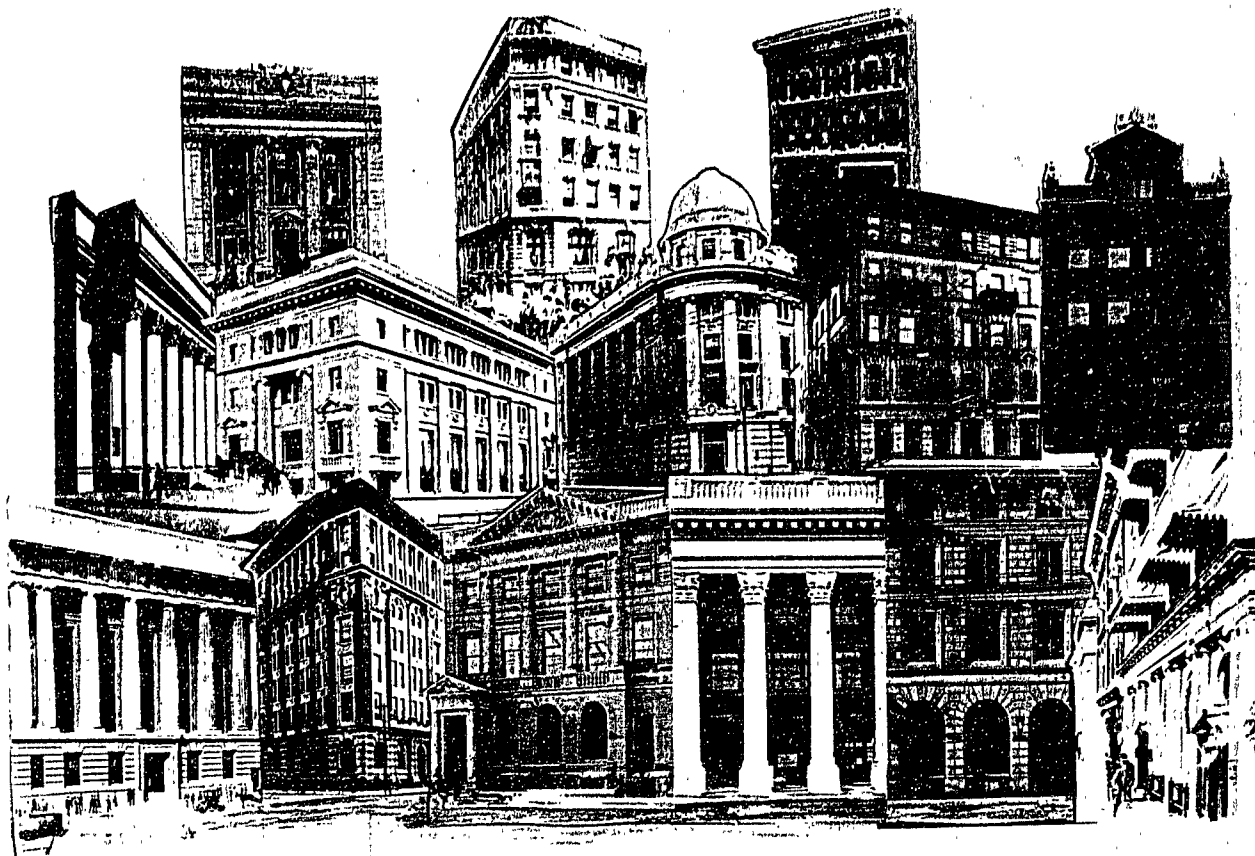
Biggest Railroad Yards in the World. The Canadian Pacific yards at Winnipeg are the largest in the world owned by one corporation. These yards contain 120 2-6 miles of track and extend for about three miles West of the station on Higgins Avenue. Large as they are the C.P.R. yards are none too great for the great traffic in grain, live stock and produce that must be handled through Winnipeg.



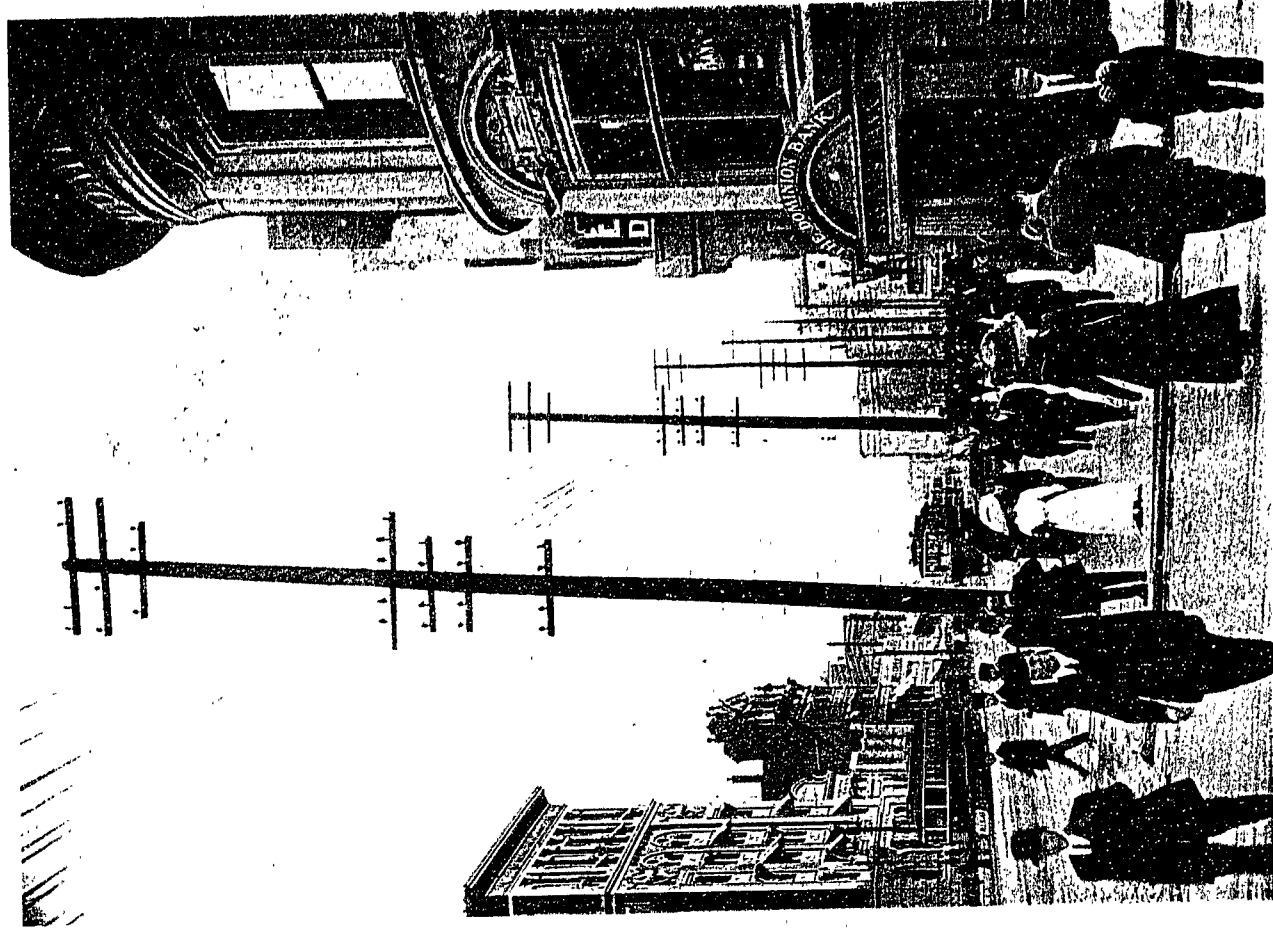
Banking District, Main Street Winnipeg's banks are noted for excellent architectural effects of their buildings. Much attention has been given to this feature by bank managers, and the results are shown in fine buildings for the city's financial institutions.



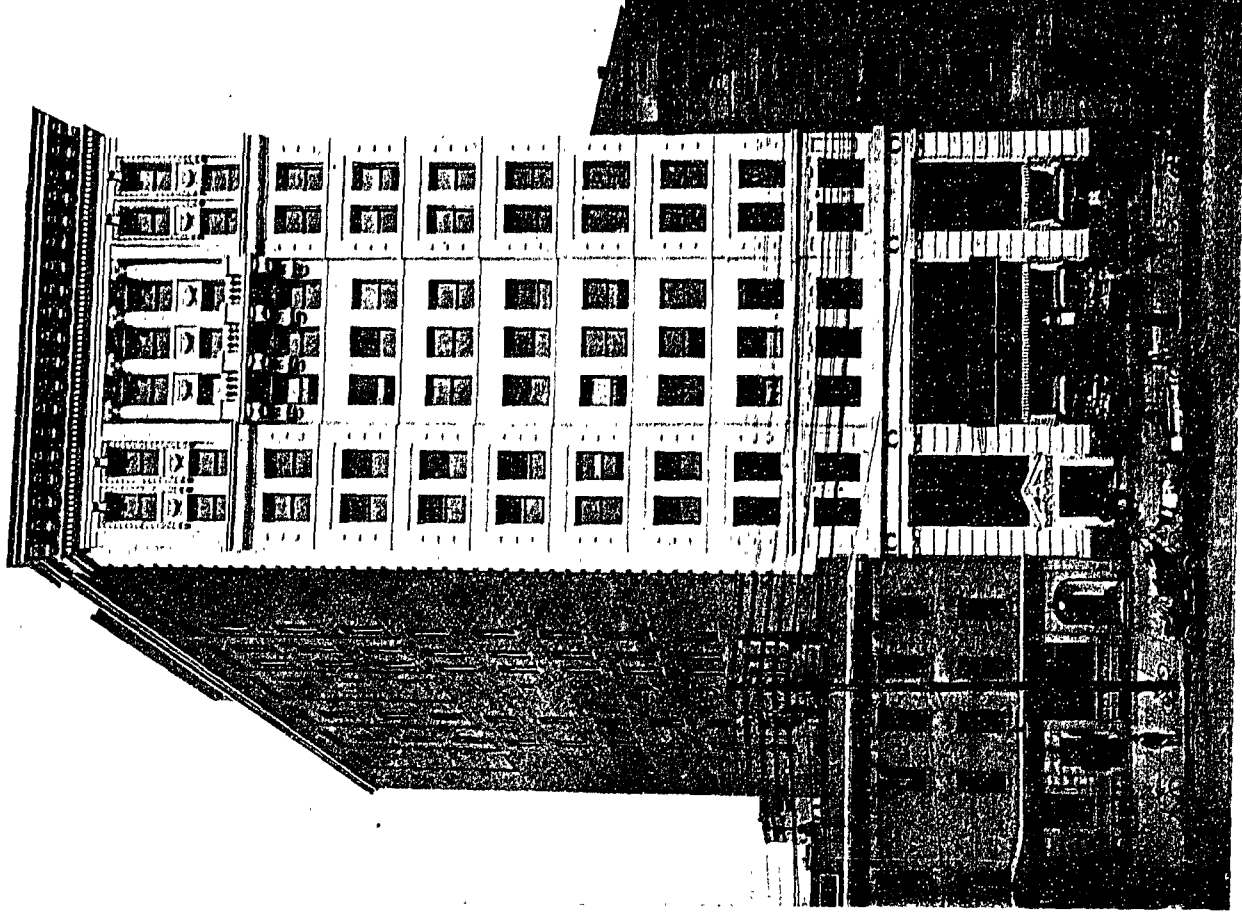
Banking District, Main Street. Improvements for expansion of business are being made constantly and new bank buildings are in evidence along both *Main Street and Portage Avenue*. Within the short radius of this photograph two new bank buildings are under construction (1910) that will cost over \$2,000,000.



Big Bank Buildings. Without exaggeration it may be said that Winnipeg possesses a finer class of banking houses than any other city of its class on the continent. There are 22 chartered banks in Winnipeg, with a total paid up capital of \$90,269,251. These banks operate 42 suburban branches within the city and have over 500 branches in Western Canadian cities and towns. See statement of bank clearings inside front cover.



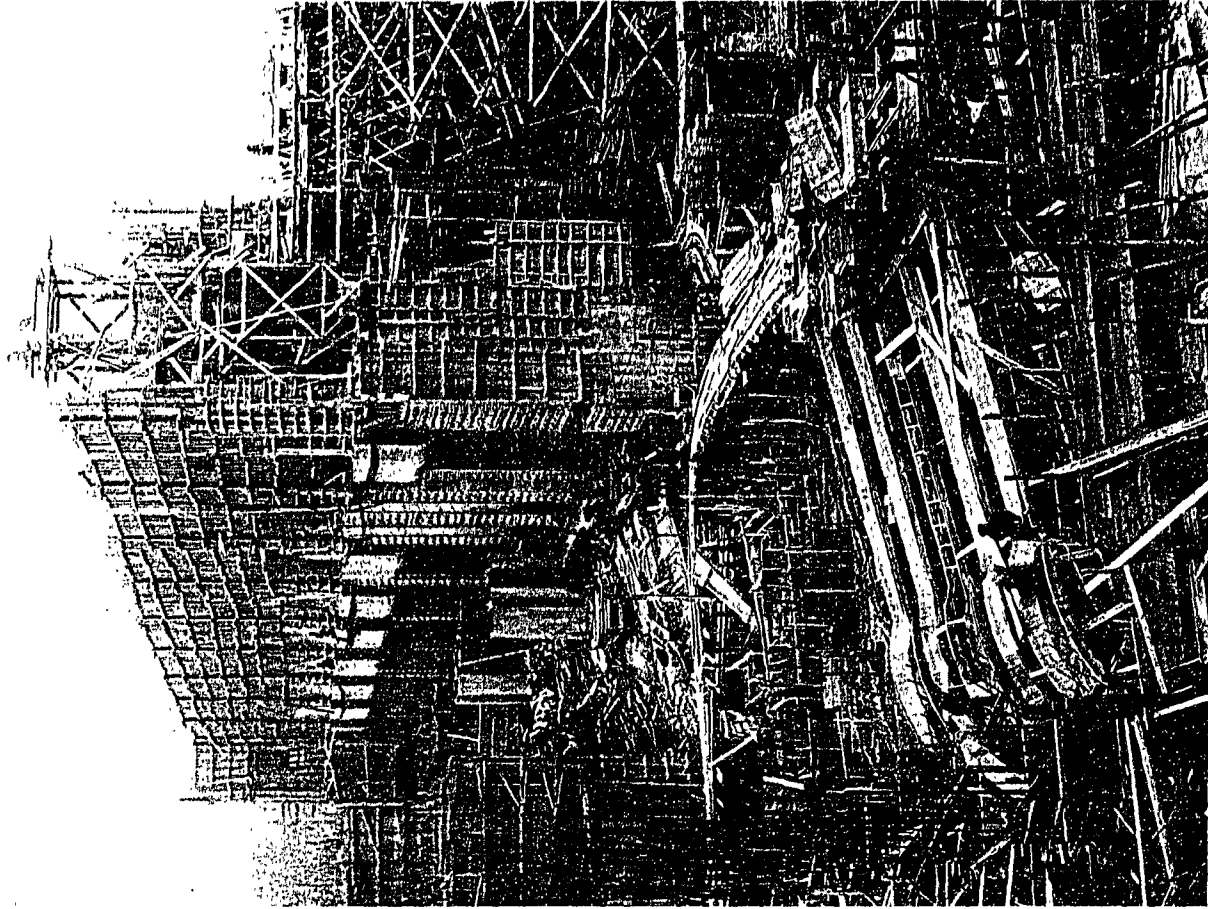
Main Street looking South. Between Portage Avenue and the Asahi River is what is known as South Main Street. With the opening of the new Union Depot here Winnipeg has added another important section to its already busy thoroughfares. Vacant properties long standing idle are now valuable and sought for to supply the demand for new stores and business buildings.



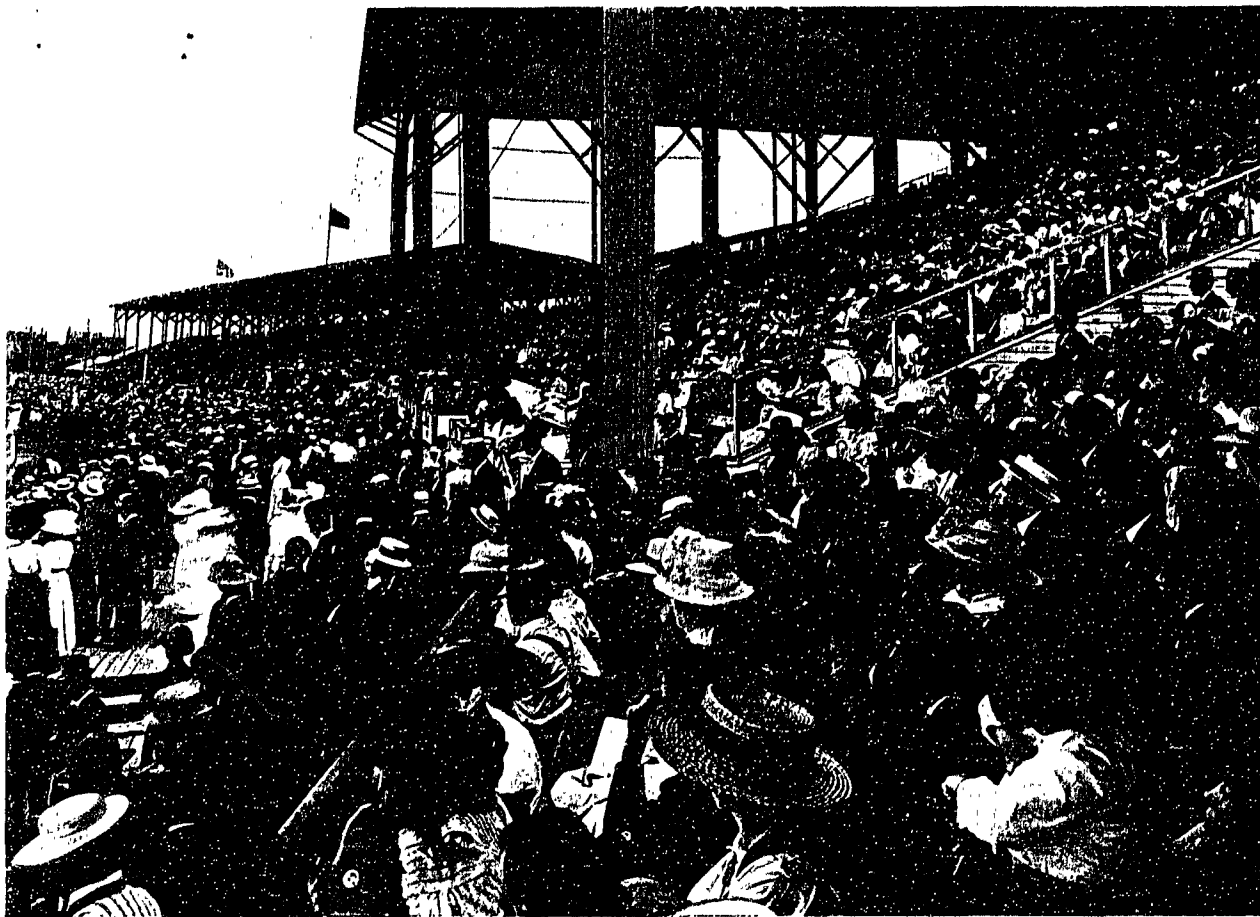
McArthur Building. The new McArthur Block on Portage Avenue, near Main Street, is the tallest building in Winnipeg. It has twelve business office floors and is a thoroughly well fitted and centrally located block. What Winnipeg is doing in expansion can best be seen from the top of this building.



William Avenue and Main Street. This corner is one where much private and public business is transacted. On the left of the picture is a big Bank Building with ten floors of offices, and on the right is the City Hall. William Avenue cuts through the heart of the wholesale section that lies west of Main Street.



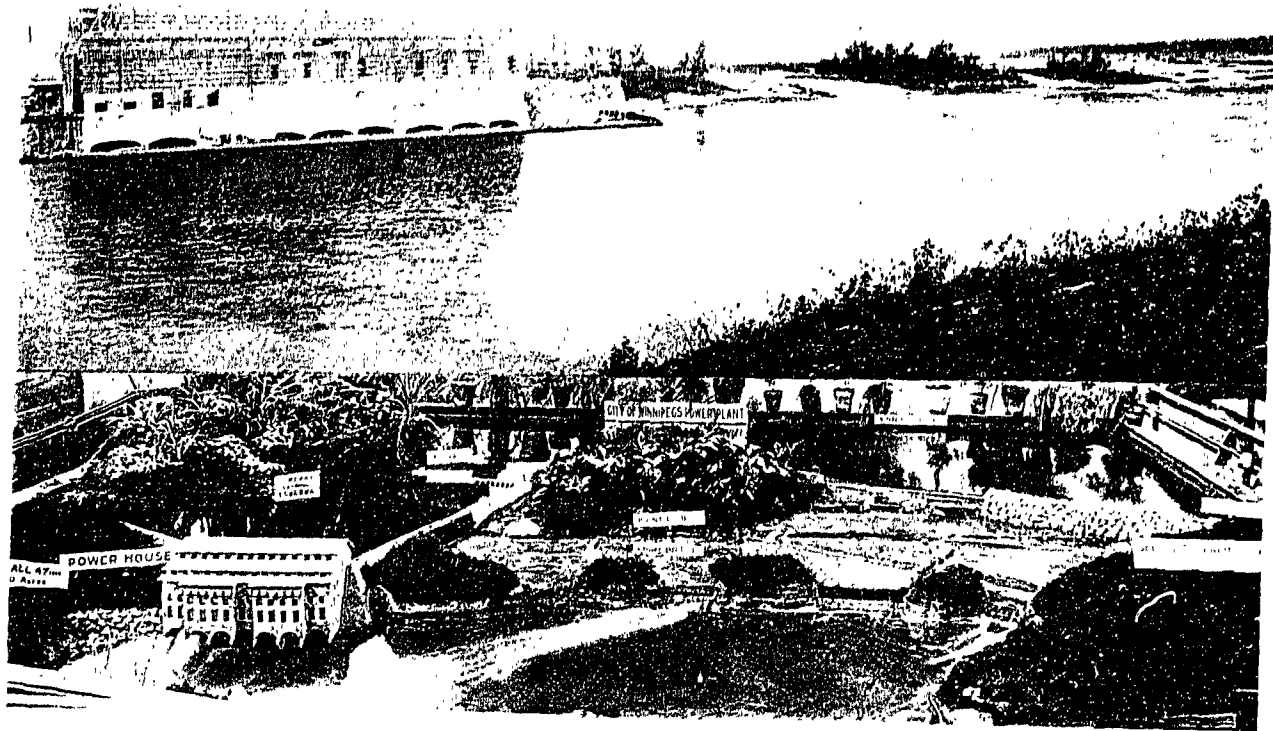
Power House at Point-du-Bois. View of the first section of Winnipeg's big Municipal power house, that will be completed in the spring of 1911. The natural water falls harnessed 32 feet high is increased to 47 feet by the dam which makes a mill pond of 6000 acres capable of developing 100,000 horse power.



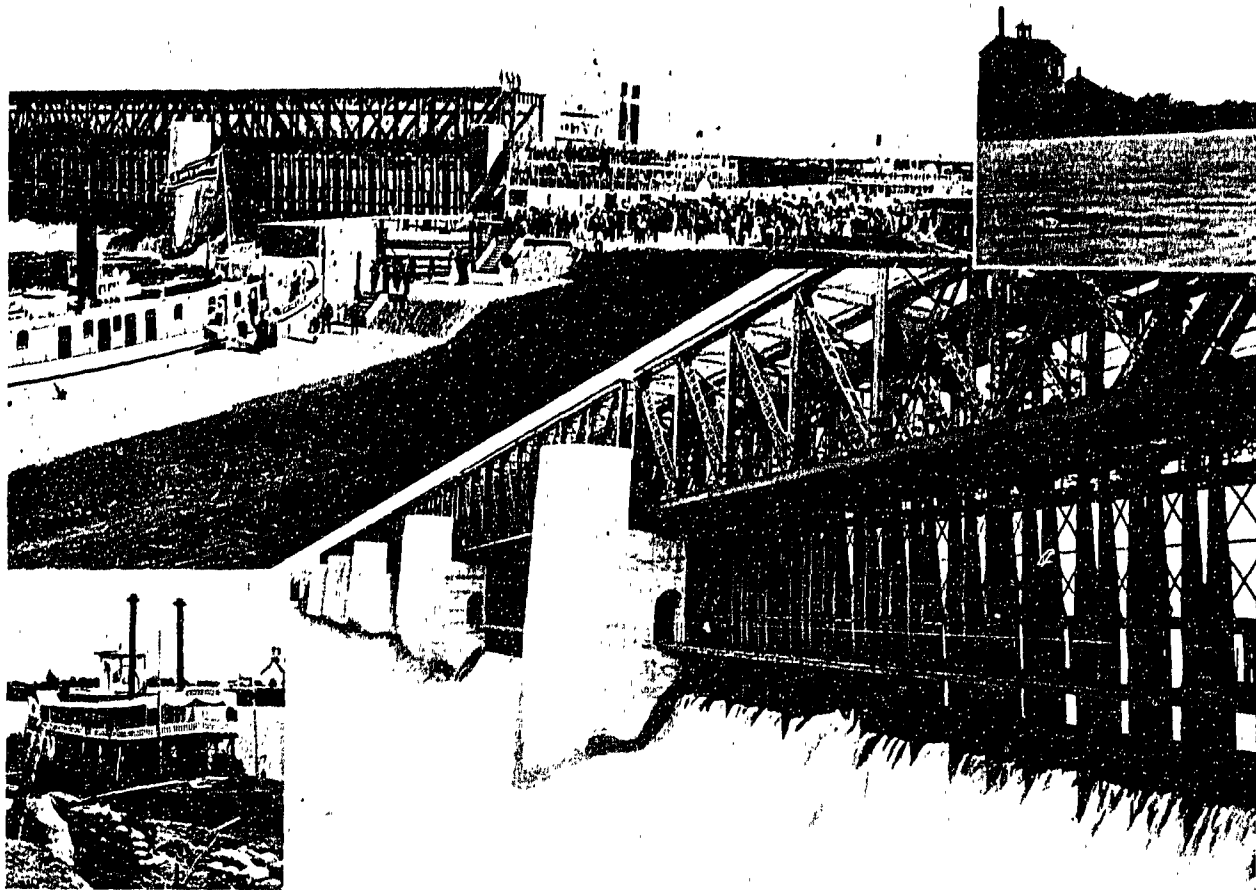
Winnipeg's Annual Exhibition, held every year in July, is the great holiday event of the West. It is here manufacturers get in touch with the great purchasing element. Thousands of the finest show animals are exhibited, and from the grand stand, shown above, may be seen some of the fastest race meets in America.



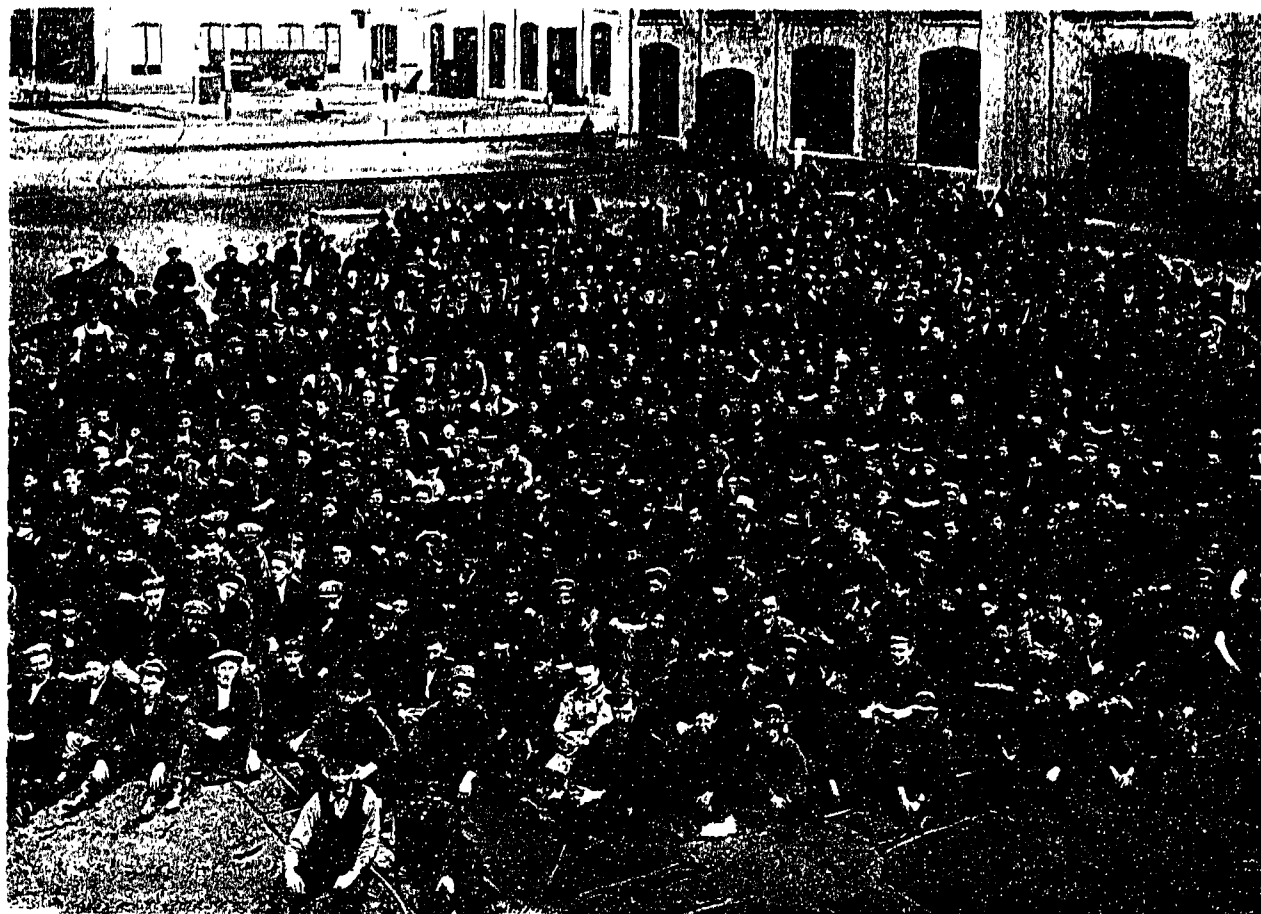
Section of C.P.R. Stock Yards, Winnipeg. In 1906 a Winnipeg firm of live stock exporters led the world. The present yards are being extended and plans are under way for a big union stock yards that will give adequate room for the increasing trade. Winnipeg has four abattoirs with a total killing capacity exceeding 5000 head of stock per day.



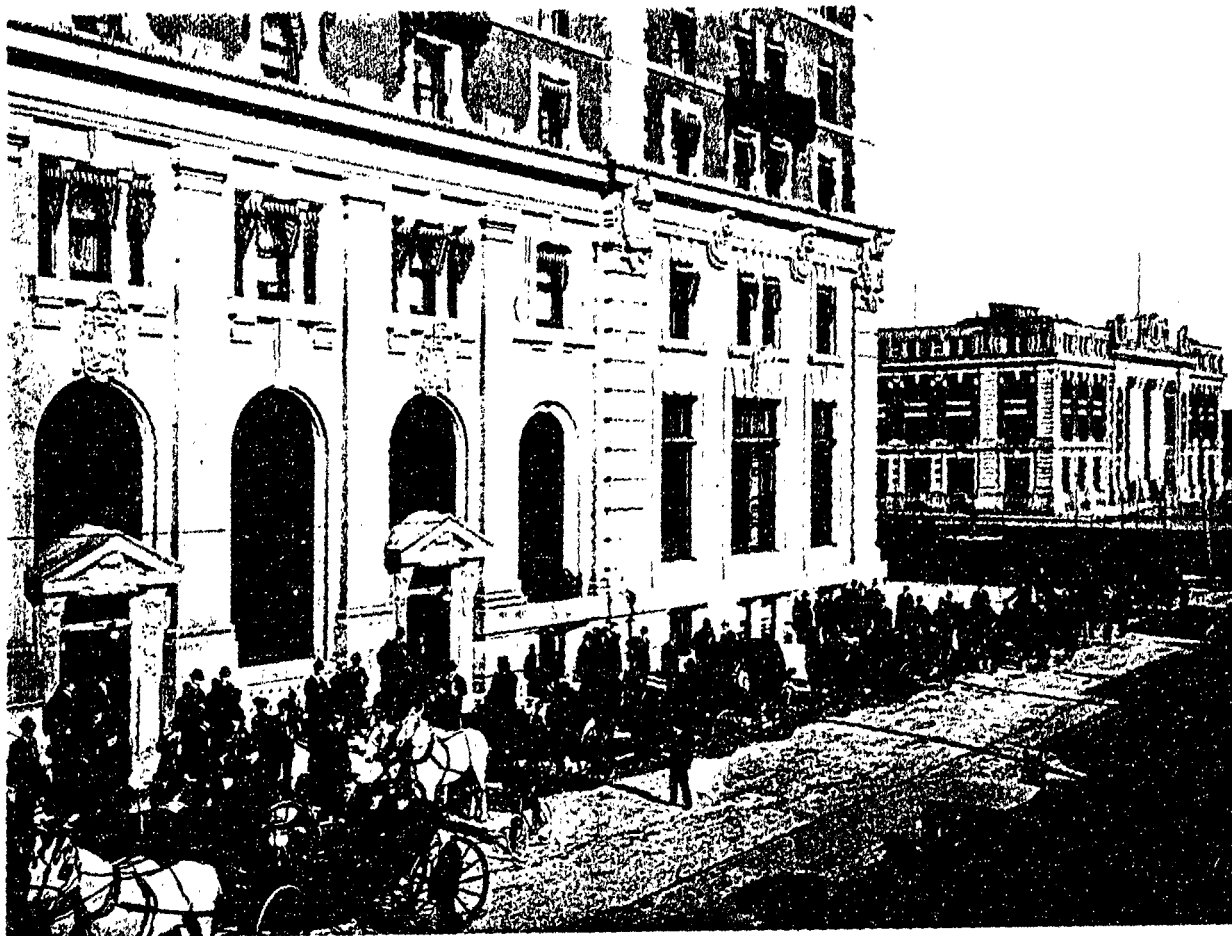
Civic Power Plant. A feature of the Winnipeg 1910 Industrial Exhibition was a working model of the municipal power plant as shown in lower photograph. The upper view shows the Power House and water falls. The Winnipeg power plant will cost \$3,500,000 and will furnish 60,000 h.p., enabling the City to sell power to manufacturers at a low price and to supply, cheaply, the local demand for domestic and business purposes.



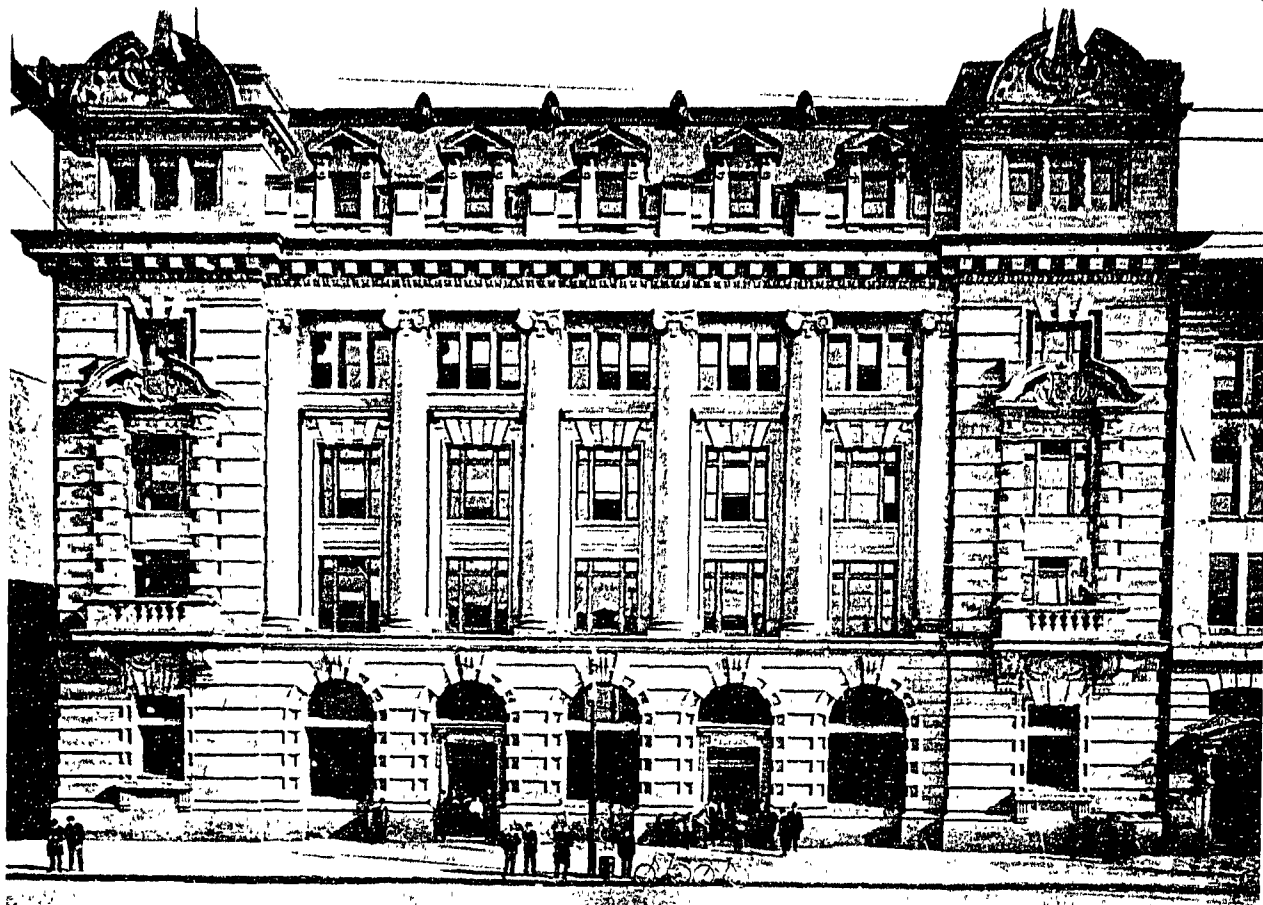
St. Andrew's Locks and Dam. Constructed by the Dominion Government at a cost of \$1,250,000 and opened officially in July 1910. This great work has placed Winnipeg in direct water communication with Lake Winnipeg—an inland sea over 300 miles long and 100 miles wide—surrounded by great undeveloped resources that will now be brought into account by the growth of manufacturing in Winnipeg. The upper insert is Winnipeg's first warehouse, and the lower insert is an old time Red River freighter.



Group of Factory Workers. Although Winnipeg is a city of trade chiefly, manufacturing is a considerable factor and is growing rapidly. Fourteen thousand persons are employed in the city's shops and factories and the value of the industrial output is now estimated at \$36,000,000. In 1900 the output was \$8,686,000 and in 1905, \$18,983,218.



Manufacturing? Delegates? Sightseeing. Few cities are better equipped for convention purposes than Winnipeg. The Royal Alexandra Hotel shown here is rated by travelers as one of the best in the world. It is convenient to the C.P.R. station and belongs to the same corporation. There are sixty hotels in Winnipeg, ranging in class and rates from \$1.00 to \$5.00 per day.



Government Post Office at Winnipeg. The post office building now occupied by the department at Winnipeg, is a new and well appointed building, made necessary for an enormous increase in postal business. The new structure was opened for business in 1909 and now ranks as the third office in Canada in volume of business transacted.



Some of Winnipeg's Big Buildings. This is a handful out of the heart of Winnipeg's busiest section about Main Street and Portage Avenue. All of these buildings have been put up within twenty years—most of them within five or ten years. During the seven and a half years ending July 31, 1910, Winnipeg has issued permits for new buildings to the amount of \$67,770,625.



A Street in the Wholesale Section. A part of the wholesale section of Winnipeg. From a traffic which filled the tiny Hudson's Bay trading post that stood at the confluence of the Red and Assiniboine rivers, the wholesale trade alone of Winnipeg has grown to enormous proportions and now handles over \$100,000,000 of goods annually.



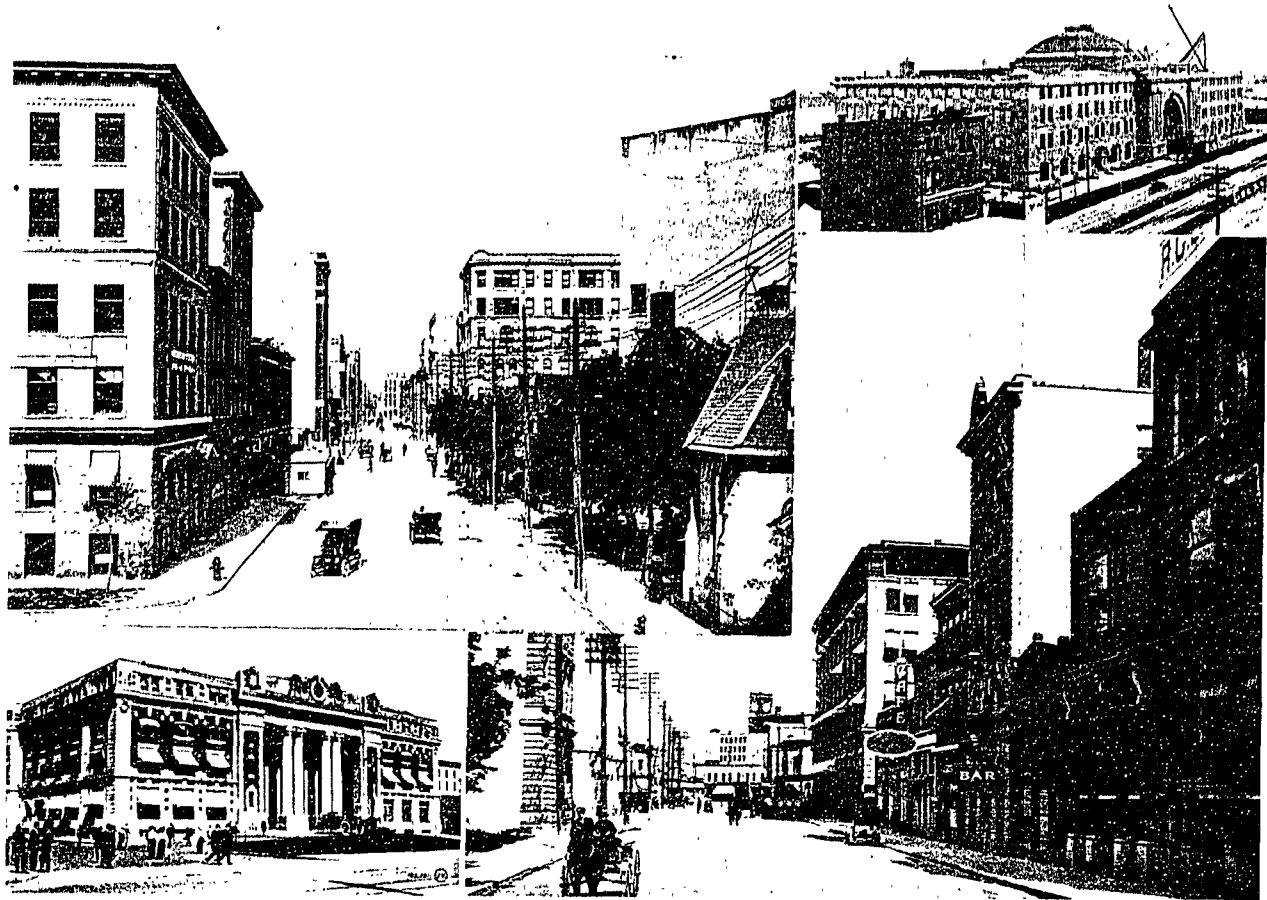
Donald Street, Crossing Portage Avenue. The big department store on the left, takes up a whole block of Portage Avenue frontage and extends back two blocks along Donald and Hartgrave streets. This is one of the largest stores in North America, employing over 3,000 hands. It has eighteen acres of floor space and has had eight additions made to its capacity during the five years it has been open.



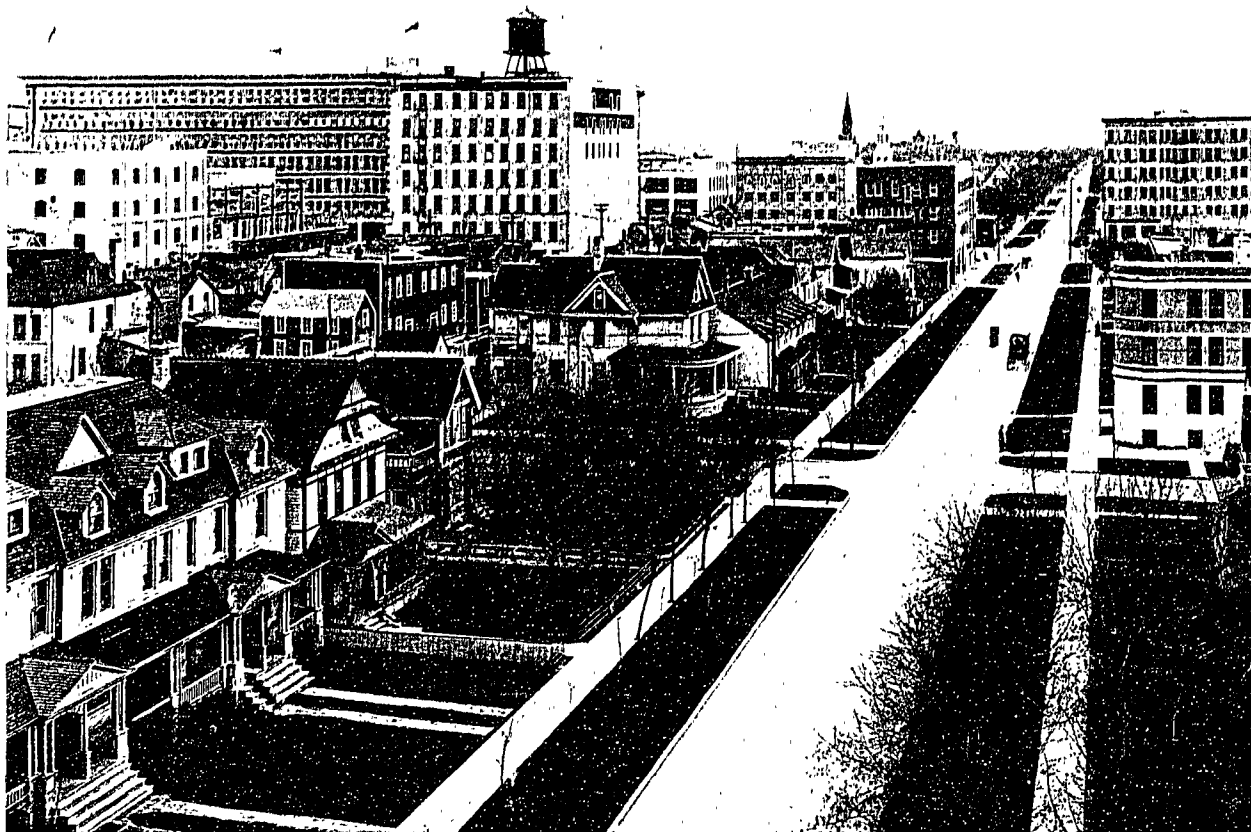
Main Street, North of City Hall. North Main Street. Is that part of Winnipeg the stranger first sees, after leaving the Canadian Pacific Depot. Until recently, the 10 story Building, as shown on the left—was the highest building in Winnipeg. This section of Main Street has retail stores of cosmopolitan character and it is here the emigrant finds his wants in general trading before embarking for his new prairie home. The insert shown above is the same view taken not many years ago.



City Hall Park. The small park in front of the City Hall shown in lower right view is one of the city's show spots. It is kept fresh and beautiful throughout spring, summer and autumn with seasonable flowers and plants. The upper left hand view shows a portion of the south side of Portage Avenue looking West. The insert below shows the old Post Office where Winnipeggers called for their mail in 1880, and the upper insert the old City Hall.



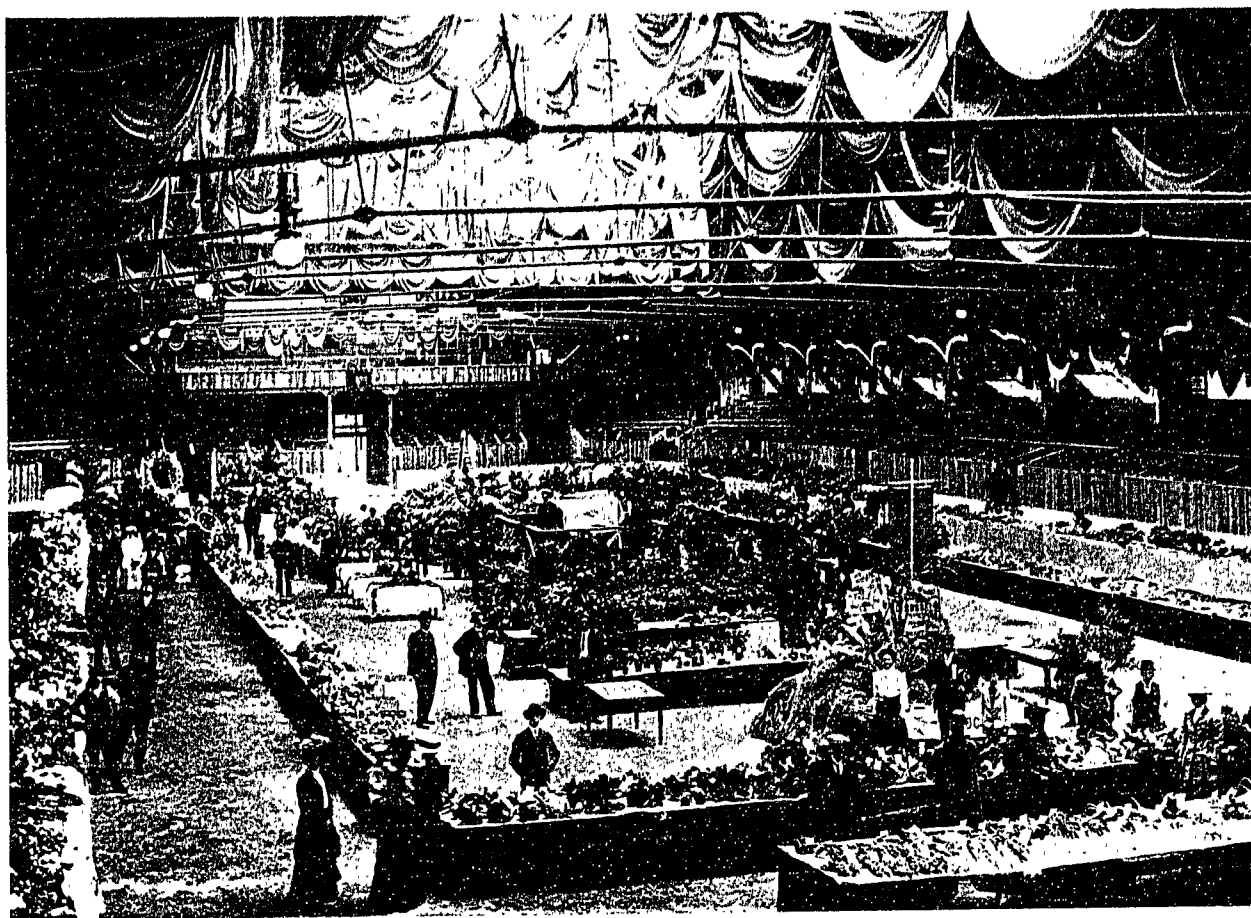
New Business Streets off Portage Avenue. Streets that run off from Portage Avenue, share the growth of that splendid thoroughfare. Where these streets were wholly residential a few years ago, shops and stores are replacing the houses with great rapidity. The upper right insert is the new \$1,500,000 Union depot of the C.N.R. and G.T.P. systems. The lower left insert shows the magnificent C.P.R. station, the half-way cross continent stop for all tourist travel.



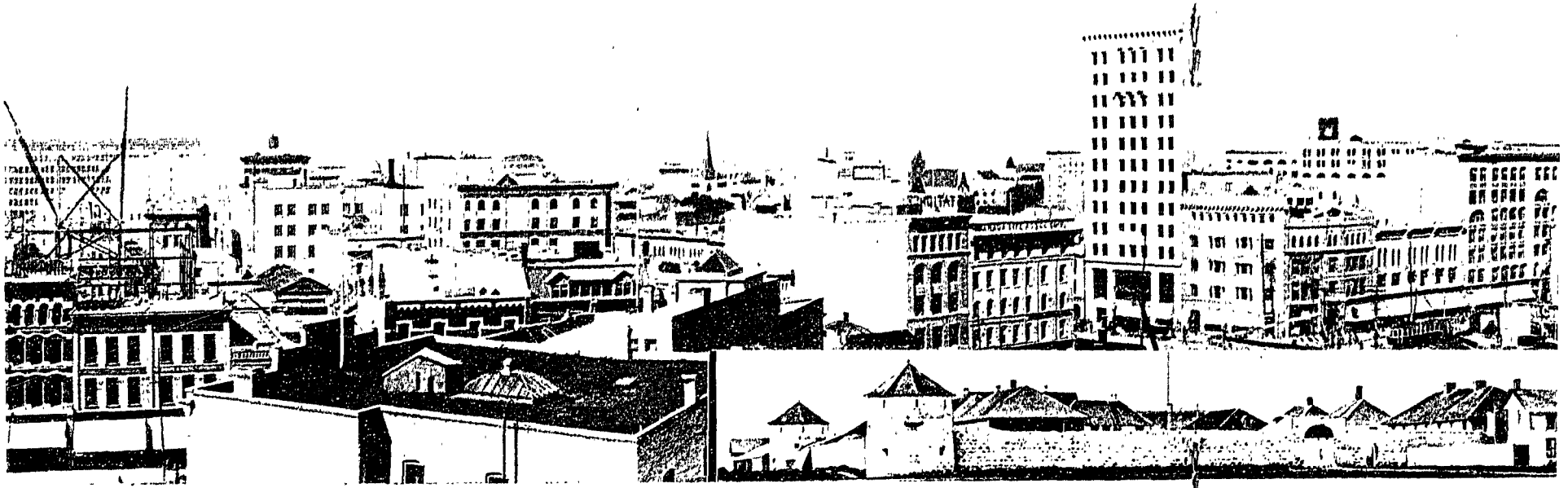
Business Circle Growing. The outstanding feature of expansion in side streets off Portage Avenue. The demand for business block at great profit in these sections for extending the business limits. solid growth in Winnipeg's business section is shown in the above photograph of one of the locations is growing year by year, with the result that private homes are being purchased



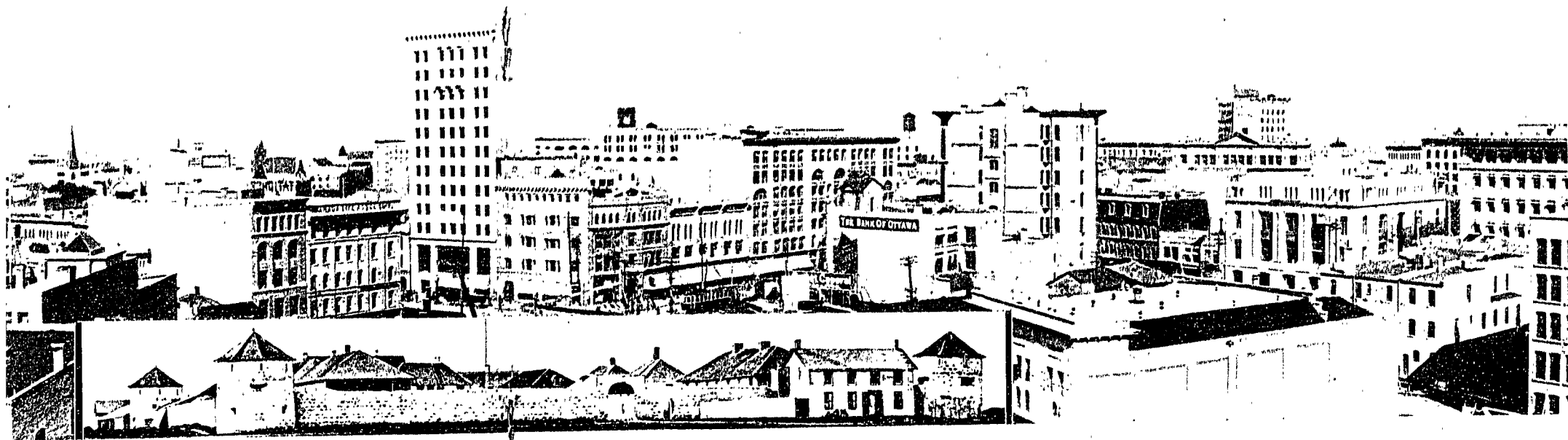
From Business to Beauty. Many Winnipeg streets that are given over to business in the downtown section are transformed into residential streets as they extend into residence parts of the city. The change is one from broad stretches of asphalt and wide sidewalks to narrower pavements flanked by boulevards and shade trees.



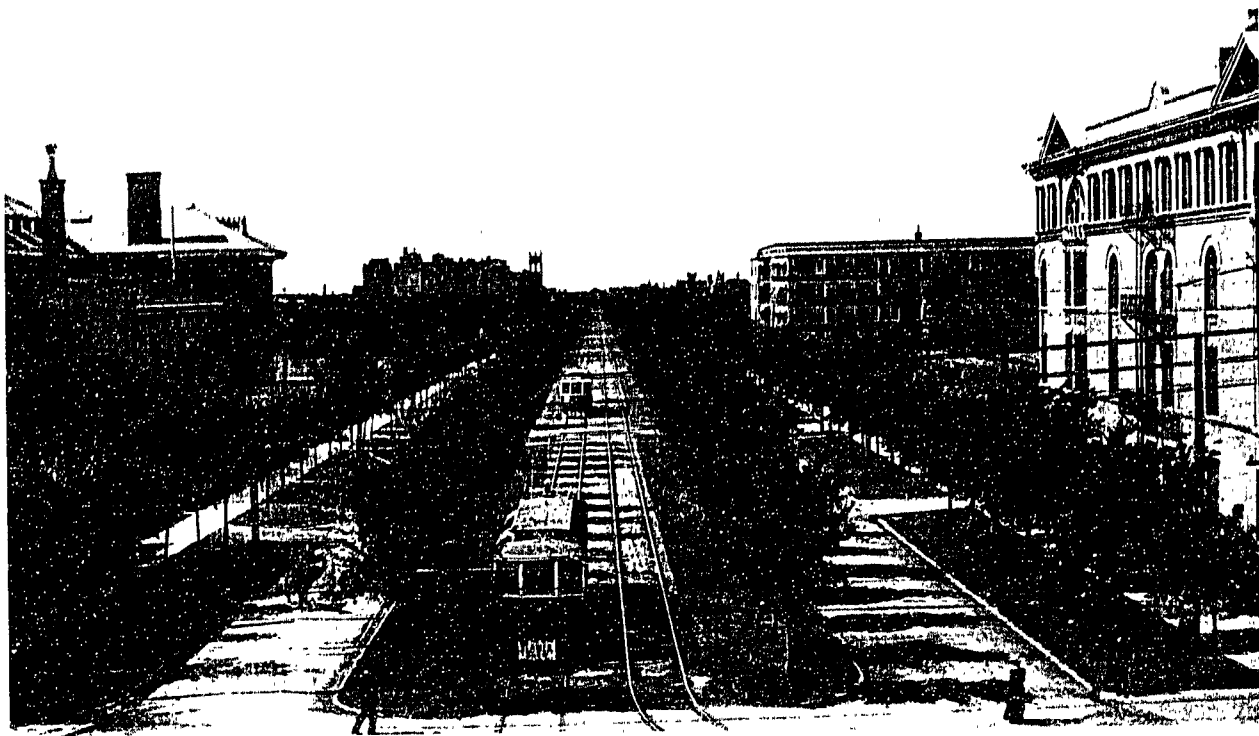
Vegetable Show at Winnipeg. Although Manitoba farming is very largely wheat farming, the day of market gardening and mixed farming is at hand, and great progress already has been made along these lines. All sorts of vegetables that grow in the temperate zone grow well here, and many kinds, such as cauliflower, potatoes, beets, celery, cucumbers, pumpkins and squashes grow exceedingly well.



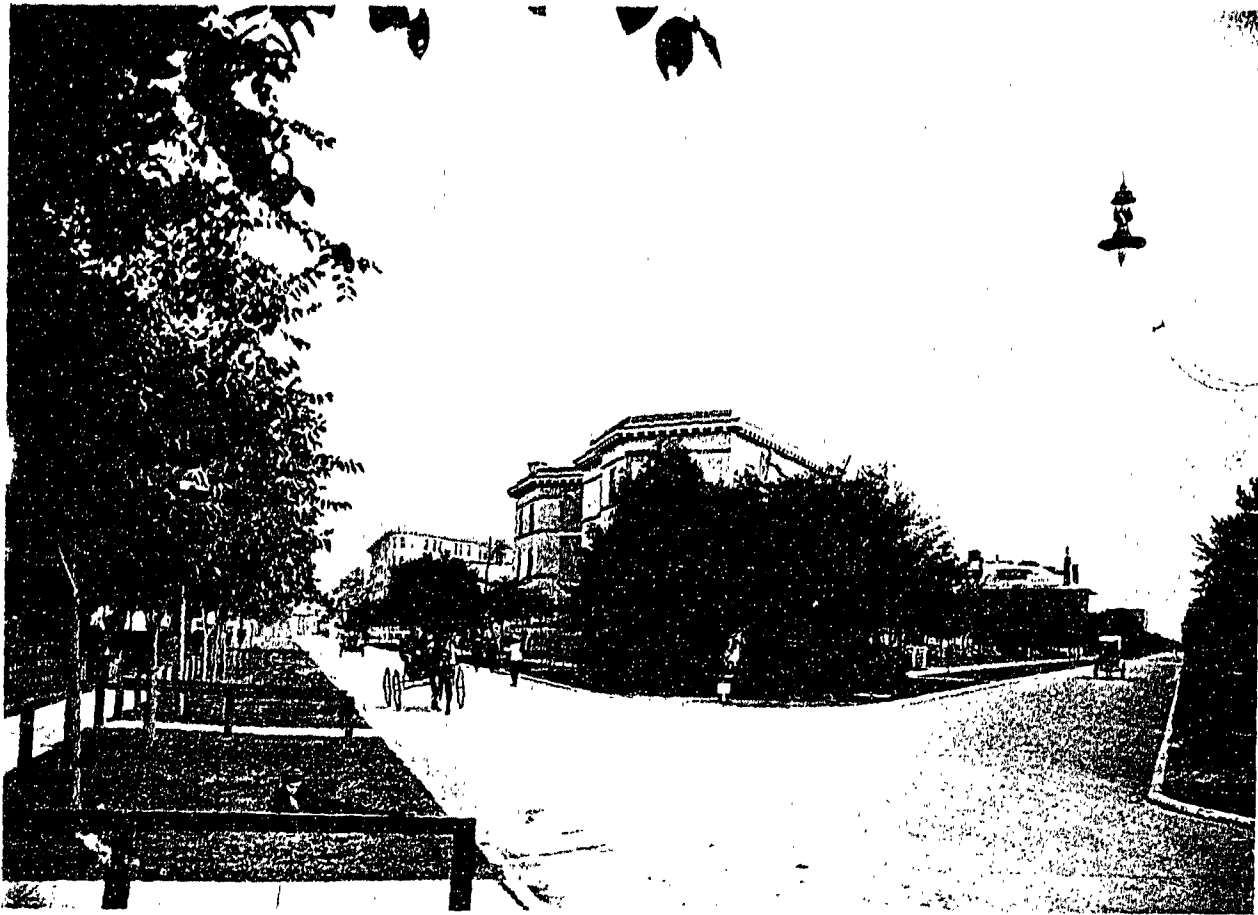
Bird's Eye View Business Section, Winnipeg. Come with the writer to the top of the same building the above photograph was taken from. Near at hand are the huge business blocks and fine big stores. Looking up Main St. and mobiles and carriages, heavy teams, electric cars and all the varied traffic of a great thoroughfare lies at your feet. Turn to right or left and you see the rivers flowing past and the smoke of rushing engines rises to lose itself in the hazy clasp. Close your eyes for a moment and fancy that you see all of this mighty city so sure to extend beyond where Winnipeg's limits now lie, and then look back for one bright moment to the picture inserted in the centre of this photo look at what has happened during these thirty-eight years and see, as all see who view this scene with the eye of understanding, the wonderful future that is in store for Winnipeg the mid-continent metropolis of North America.



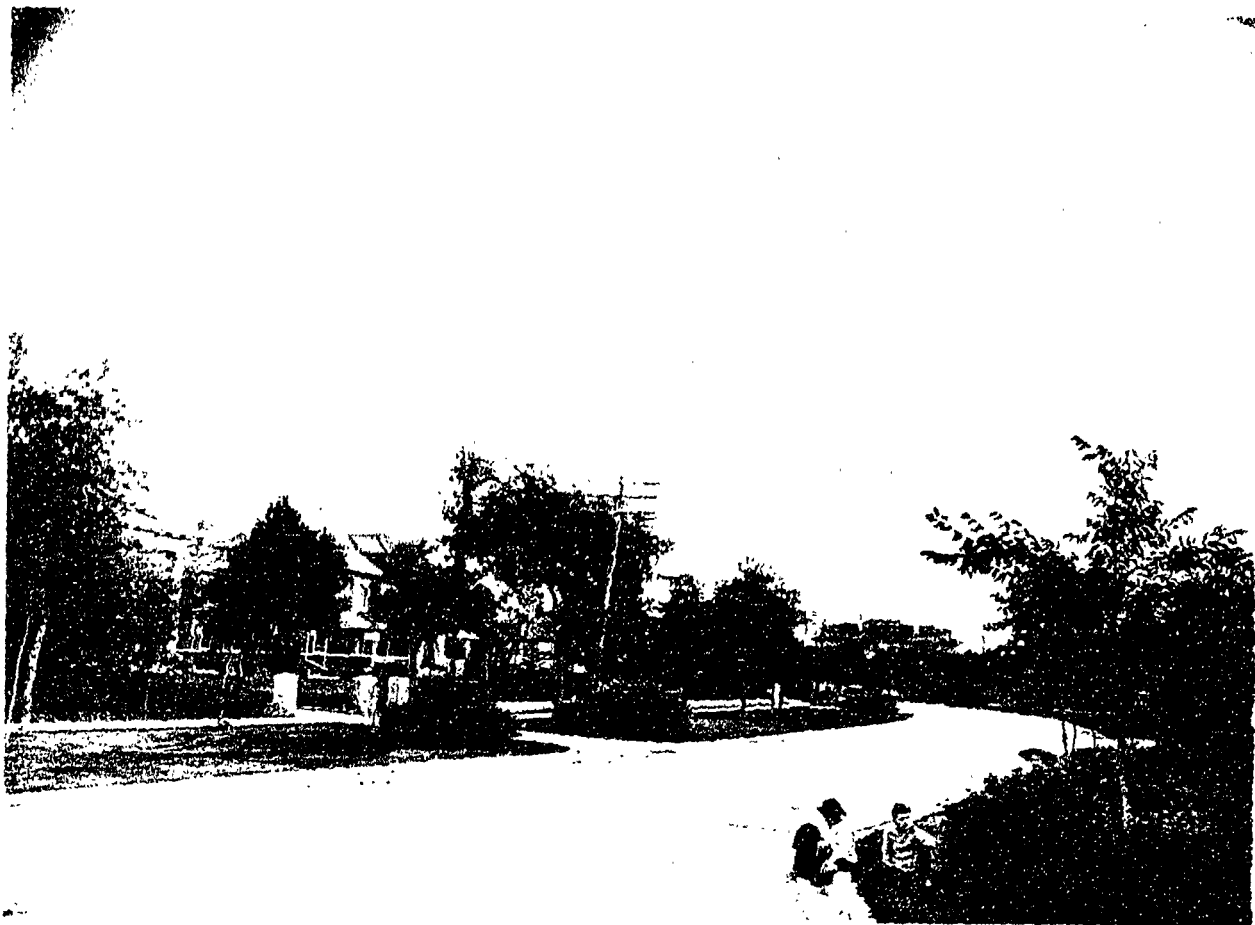
the building the above photograph was taken from. Near at hand are the huge business blocks and fine big stores. Looking up Main St. and Portage Avenue with all their magnificent breadth and length and thronged with thousands of busy people, fine auto-
 thoroughfare lies at your feet. Turn to right or left and you see the rivers flowing past and the smoke of rushing engines rises to lose itself in the clear air. Far out from the busy centre the streets reach their long arms to embrace the country in wide and compre-
 hensive so sure to extend beyond where Winnipeg's limits now lie, and then look back for one brief moment to the picture inserted in the centre of this photograph and see Winnipeg as it was only thirty-eight years ago, a fort and trading post on the river. Open your eyes and
 this scene with the eye of understanding, the wonderful future that is in store for Winnipeg the mid-continent metropolis of North America.



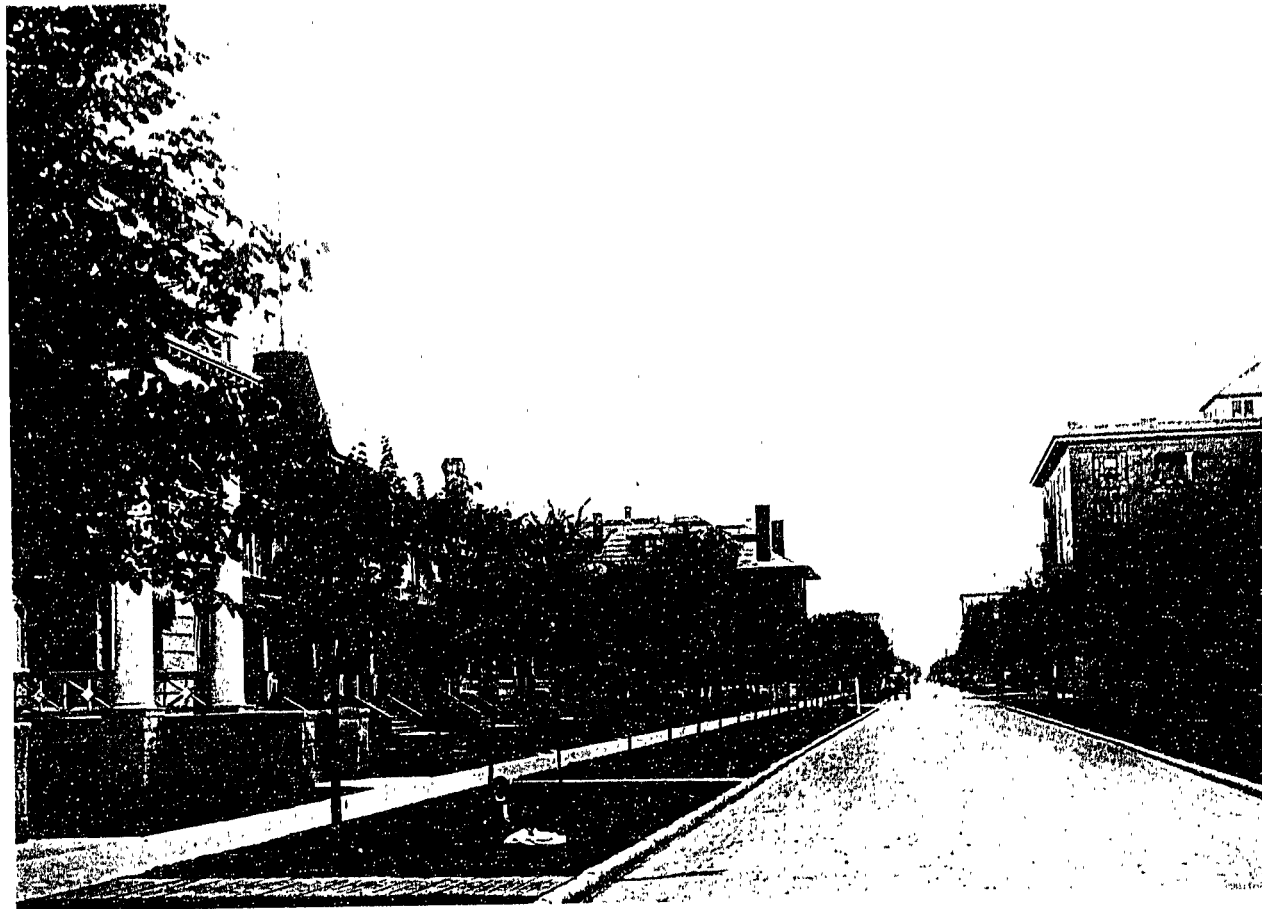
Broadway, Winnipeg. Broadway is one of Winnipeg's finest streets. It runs West from Main Street south and has center and side boulevards nearly the whole length of the street. On Broadway are some of Winnipeg's finest apartment blocks and homes and a million dollar hotel is to be built soon near the new Union Depot that faces the entrance of this broad avenue.



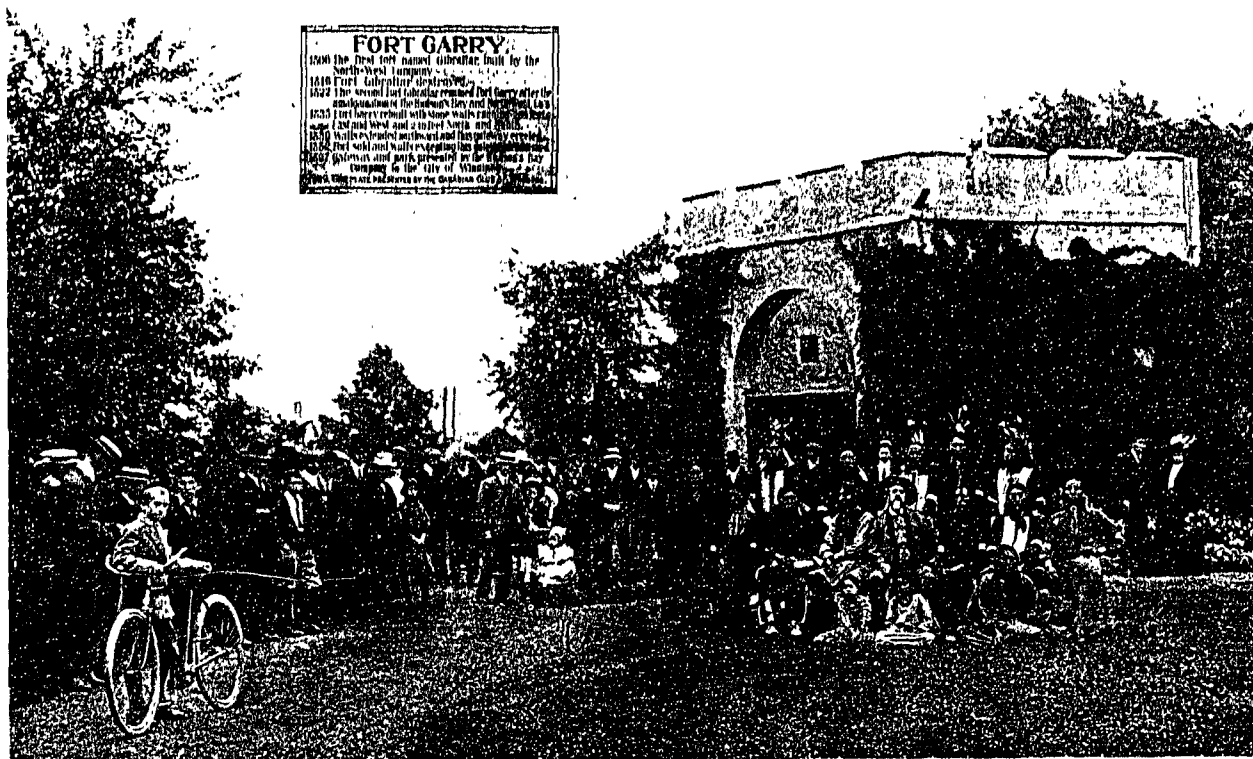
A Parting of the Ways. The residential parts of Winnipeg have been laid out with due regard to art in landscape effects. Available plots at the intersection of streets in triangular form, have been used for miniature parks, embellished with trees and shrubs and forming beauty spots in the midst of the city's travel and traffic.



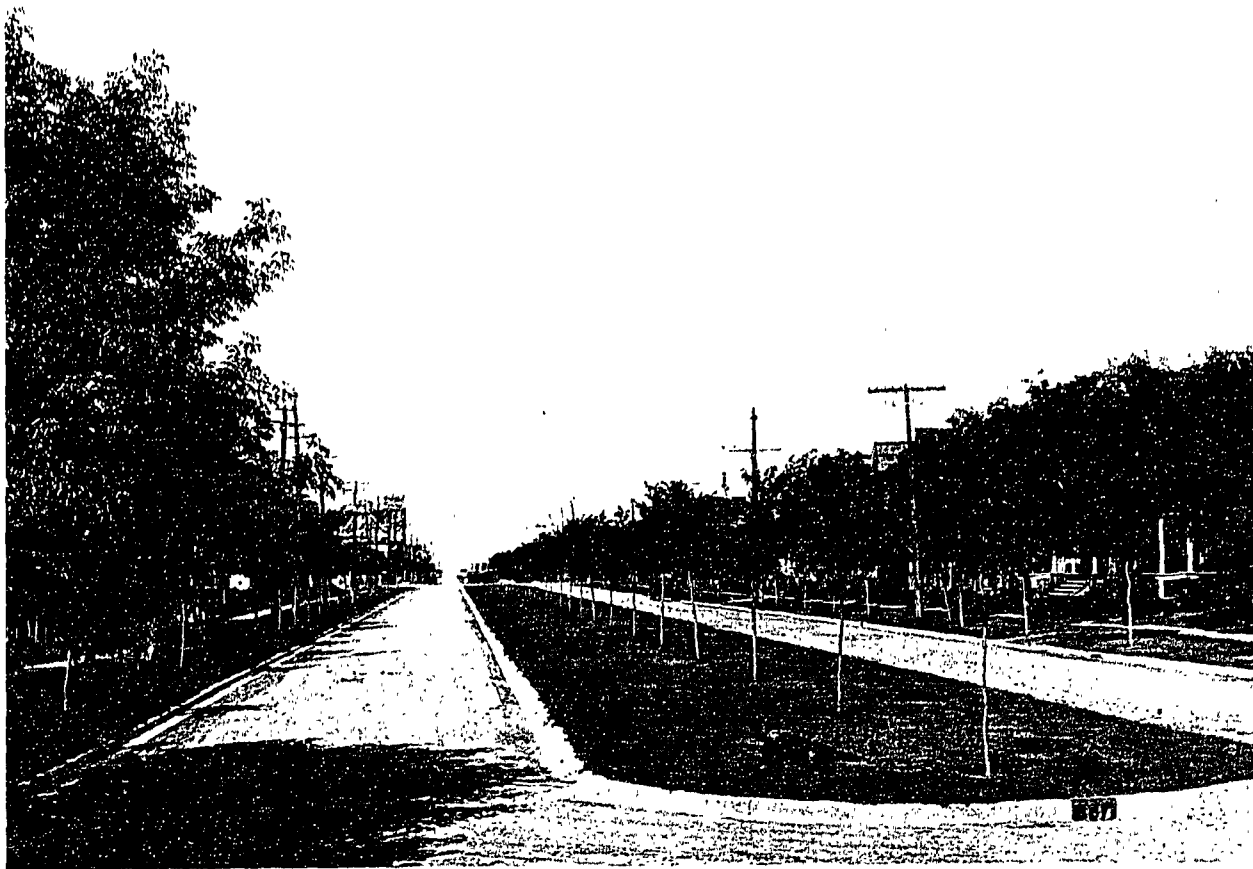
On the Crescent's Curve. Wellington Crescent is Winnipeg's best residential street. Here many of the city's wealthiest men have built splendid houses and have surrounded them with grounds that are quite in keeping with the high class of the buildings. The street itself is spacious, smoothly paved and artistically laid out.



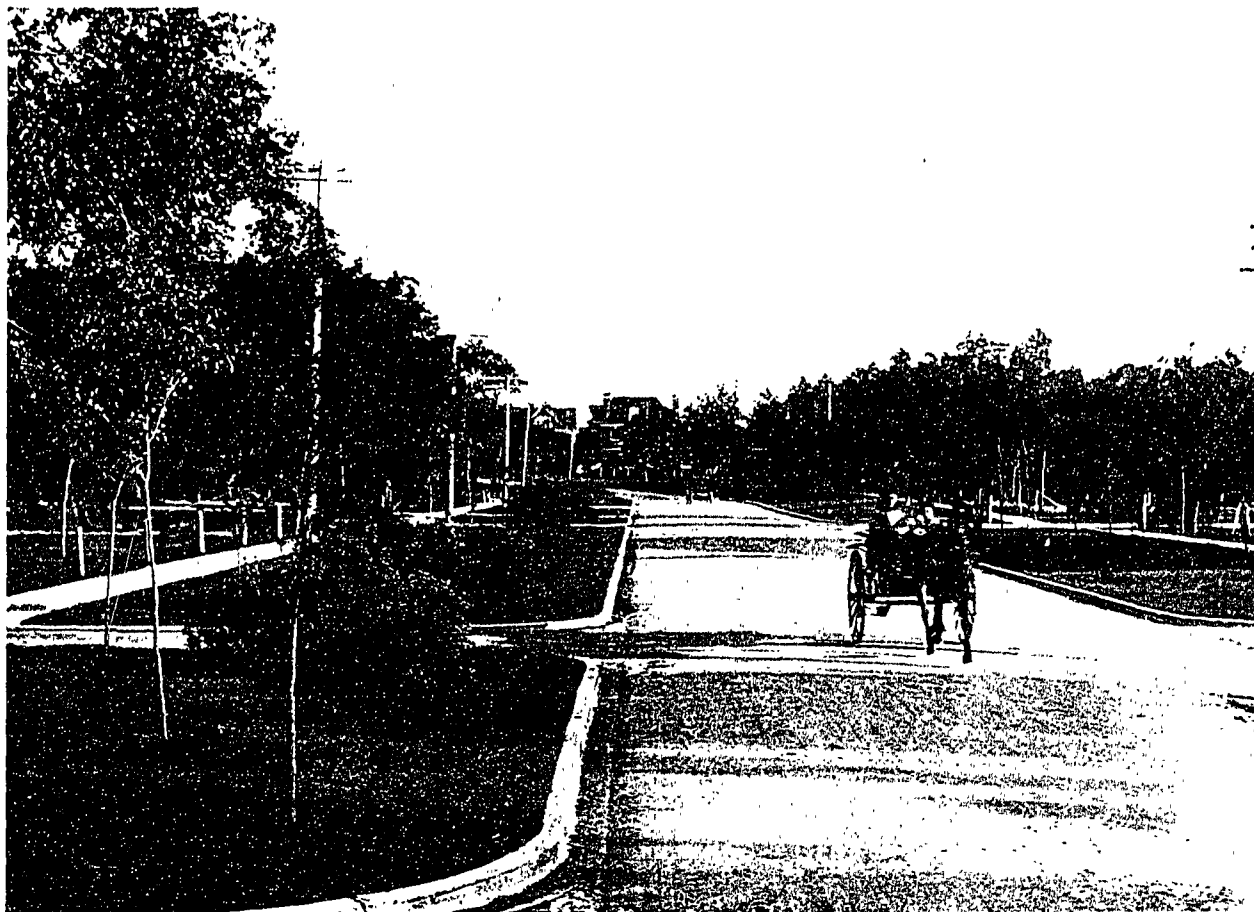
A Winnipeg Street of Houses. This is an example of how Winnipeg lays out streets for homes. Asphalted carriage ways with green boulevards and granolithic walks along either side, make these streets clean, convenient and beautiful. There are sixty-four miles of asphalt pavements and a hundred miles of boulevards in Winnipeg.



Buffalo Bill at Fort Garry. When Col. William F. Cody—Buffalo Bill—visited Winnipeg, in 1910, he and his war chiefs sat for their picture at Old Fort Garry park. It is not many years—well within the life of Col. Cody—that Fort Garry was captured and held for a time, by Louis Riel, the half breed leader of rebellions against Canadian government.



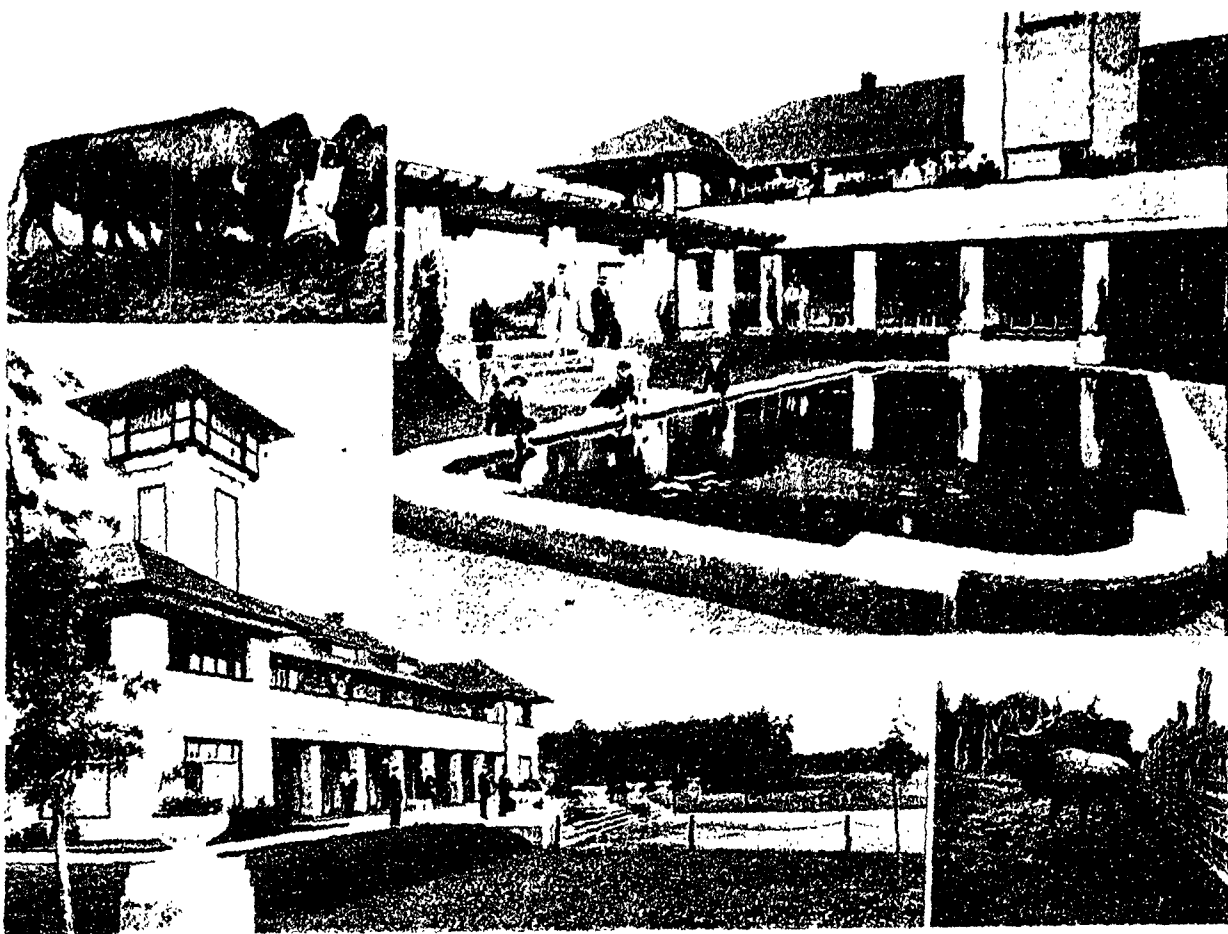
The Center Boulevard. All Winnipeg streets, even those in the cosmopolitan north end, are generously wide. Some are laid out with boulevards along the sides, others with double carriage ways and a wide boulevard in the middle. The trees that are set along such streets as this, produce luxuriant foliage and, under the care of the Parks Board, the grass is kept well watered and green.



Summer Foliage in Winnipeg. So far from being barren of shady trees, the streets in and about Winnipeg are prolific of trees and shrubs. Many of these are natural but forestry and landscape gardening have produced striking and beautiful results along Winnipeg's fine parks, boulevards and estates.



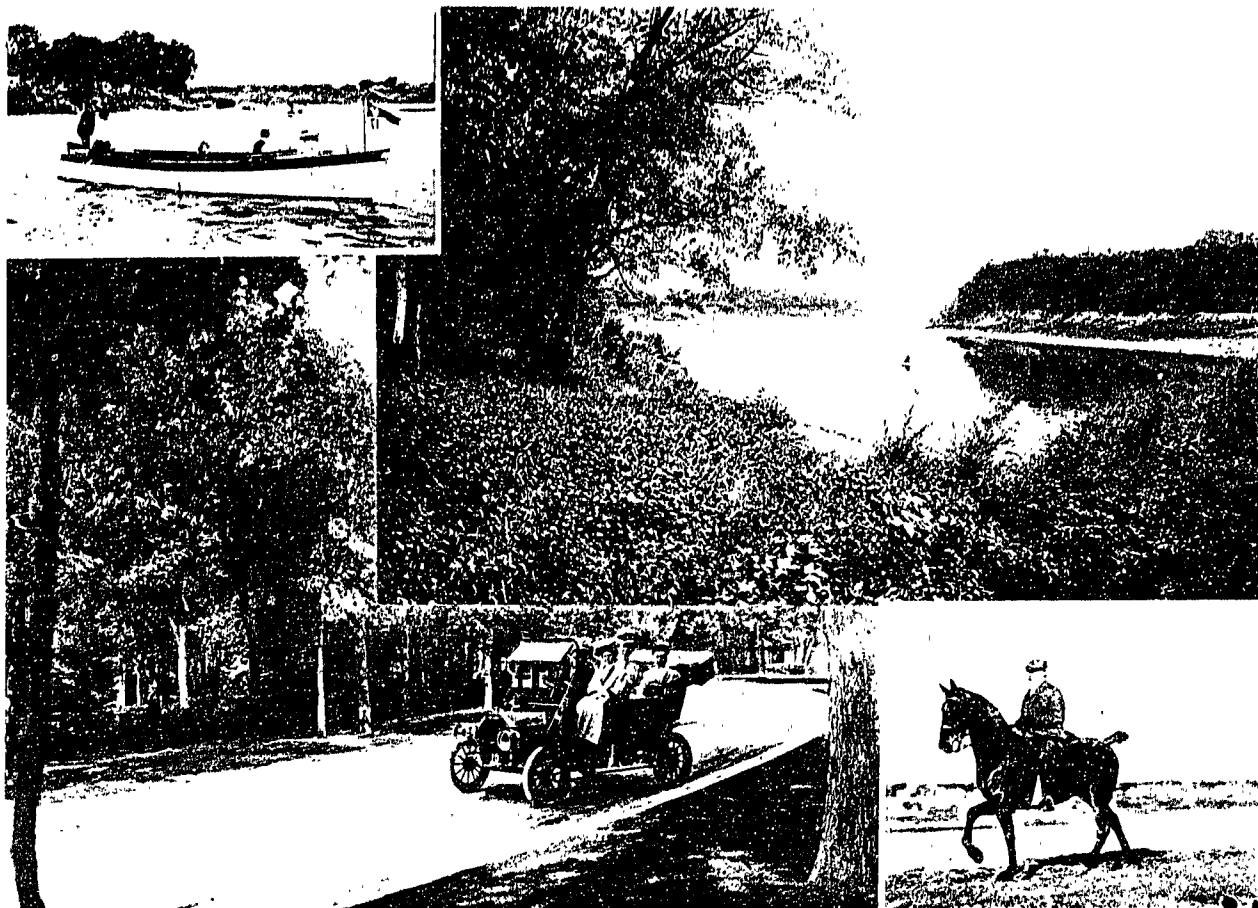
City Park on a Holiday. The City Park—276 acres—is a favorite resort for Winnipeg people on Sunday afternoon or to spend a holiday. A fine collection of animals are kept at this park that lies along the Assiniboine river and has great natural beauty which has been splendidly adapted and extended by the hand of man.



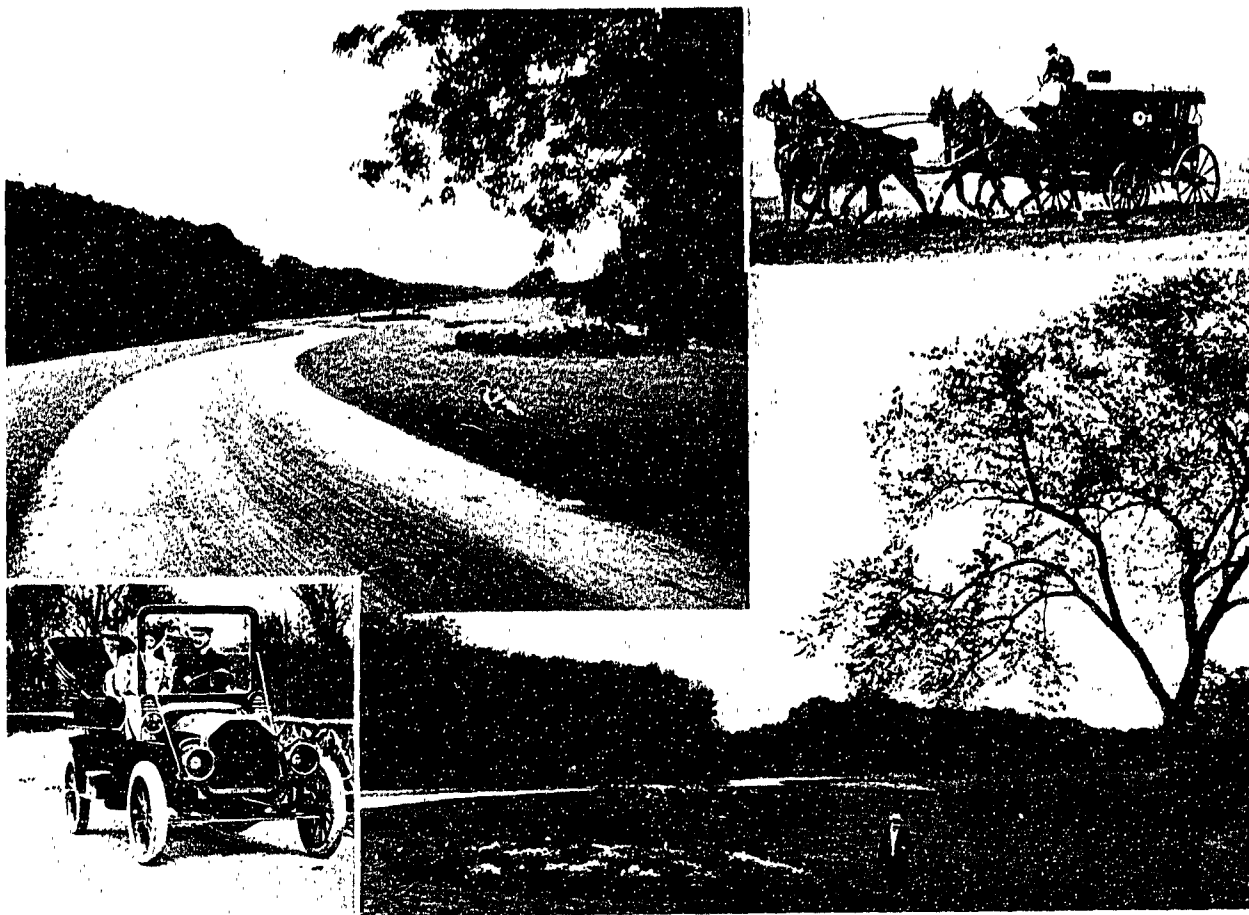
City Park Pavilion. The lower left hand picture shows the front view of the pavilion in the new City Park. The upper right-hand picture is the rear view, and shows the big pond, around which is a cyclomade walk. This pavilion is a spacious and well appointed structure and is used by the people generally and, on special occasions, for luncheons given by the civic authorities.



Where Mothers Rest and Children Play. The public parks of Winnipeg are well adapted for play and rest. Mothers take their children to play upon the green and shady lawns during the afternoons and long evenings, while they, themselves, sit on benches conveniently placed and rest from their household toil and cares.



The Beautiful Assiniboine. The upper view shows that the river banks through Winnipeg are especially well wooded. Elms, oaks, birches and poplars growing in profusion. The river is sought for its beautiful stretches of water for boating, back of which are favorite drives for Winnipeg motorists. In its summer garb, the streets are delightfully cool and shady and the pavements are perfect for carriages or automobiles.



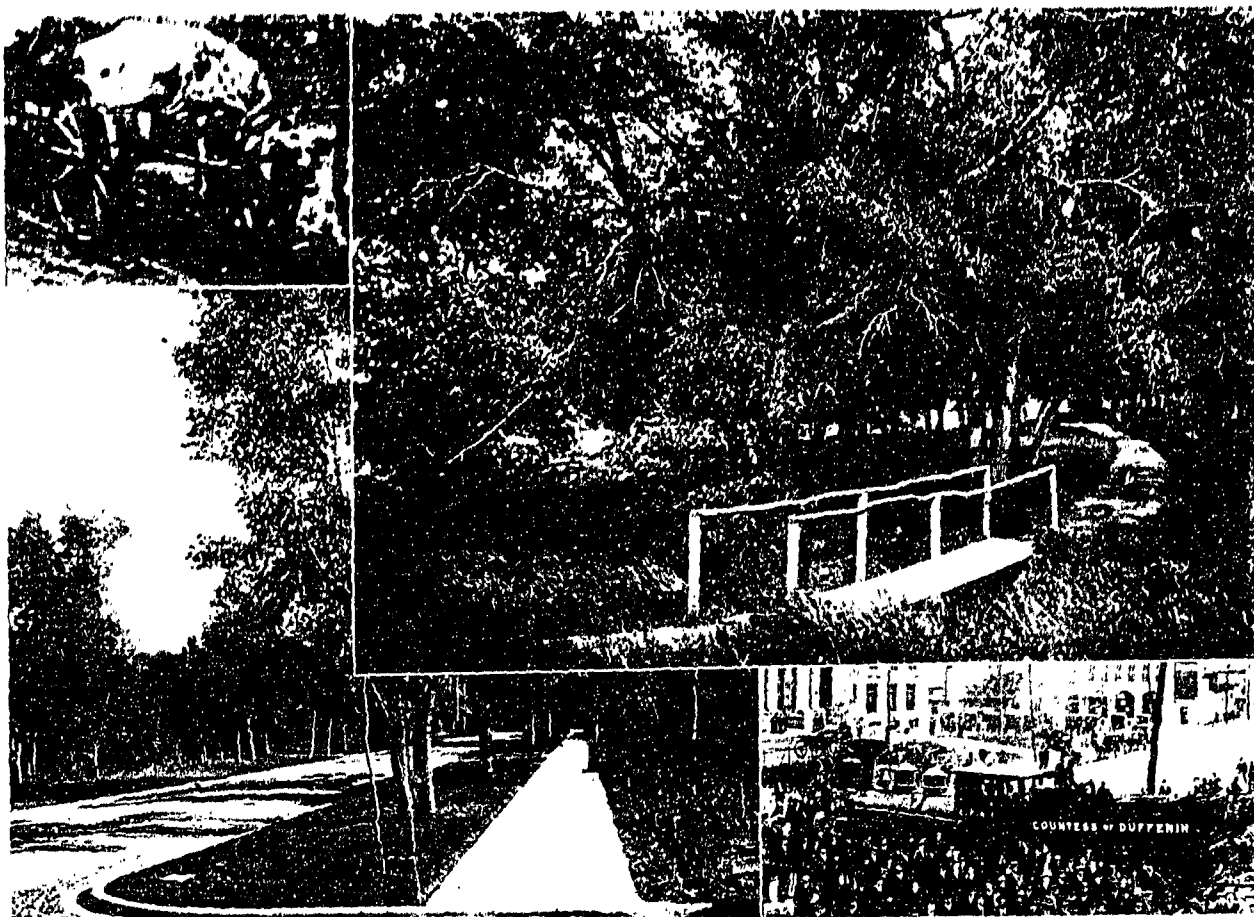
A Wide Expanse of Park Lawn. No better land could be found for lawns than the Manitoba prairie. It is level, smooth and splendidly rich and fertile. Planted to grass and well tended, it produces a fine growth of lawn carpeting. Flower beds flourish and supply good color effects in the landscape scheme. Motoring and coaching is popular through these park drives as shown in the miniature inserts of this photograph.



Shady Nooks and Spreading Lawns. Tall trees and shrubs that have abundant foliage, shade the paths in Winnipeg's parks. These paths are smooth and well kept and spreading lawns reach away from the paths and shrubbery in warm, green stretches. There are numerous footpaths and, in the large parks, carriage ways for those who drive or motor.



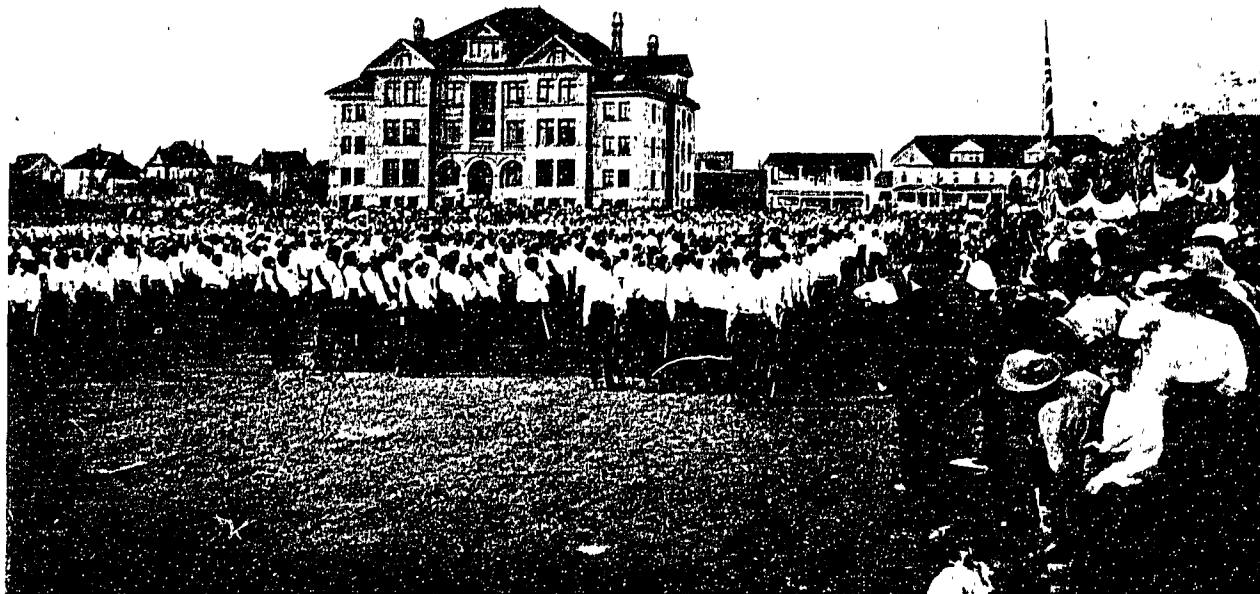
In One of the Smaller Parks. Scattered about the city in such a way as to afford the greatest amount of pleasure and convenience to the public are numerous parks that range from one to ten acres in area. Nearly all of these parks are newly laid out, but trees and shrubs grow with astonishing rapidity in the rich prairie soil.



What Story Writers Feature. Winnipeg has labored widely and well to keep every natural beauty of the parks grounds and to emphasize them as much as possible. The upper scene shows one effect of this wide endeavor. The lower left picture is a Winnipeg suburban street, well planned and kept. In the upper insert is shown what was known in 1877 as the "Edmonton Limited," starting on the western 1000 mile trail. At the bottom is shown the first engine to reach Winnipeg in 1883 now on exhibit in front of the C.P.Ry depot in Winnipeg.



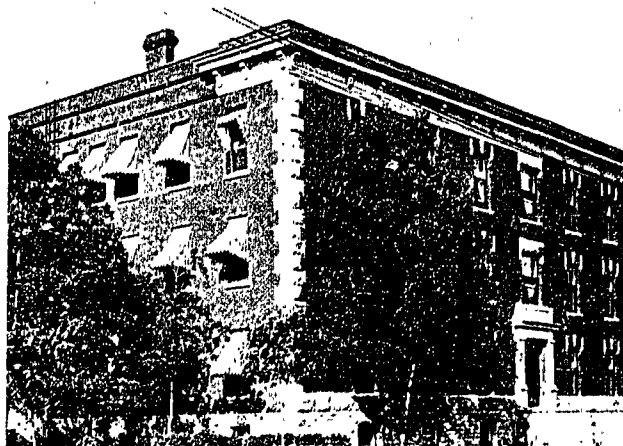
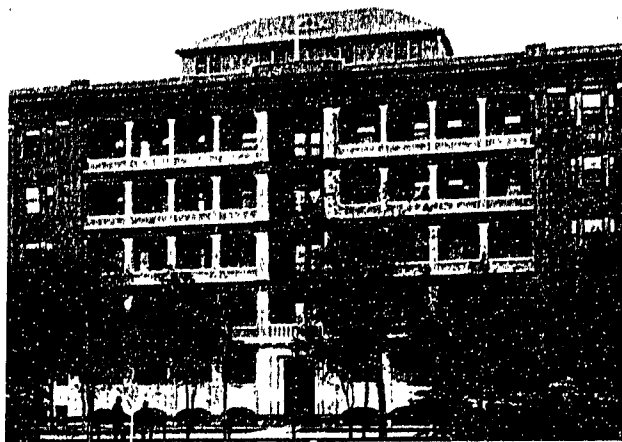
How Hedges Grow. Hedges grow in Winnipeg at par with other vegetation and live through the winter with less damage than often occurs in more southern latitudes. Backed by trees and skirted by lawns, these hedges are wonderfully effective and remind travellers of Old Country estates.



School Cadets Drilling. Winnipeg schoolboys are formed into companies and are drilled in regular military form under a thoroughly competent instructor. At stated intervals, the school cadets are gathered for a big drill and make a splendid display of the value of military drill in youth. There are 19,000 school children in Winnipeg.



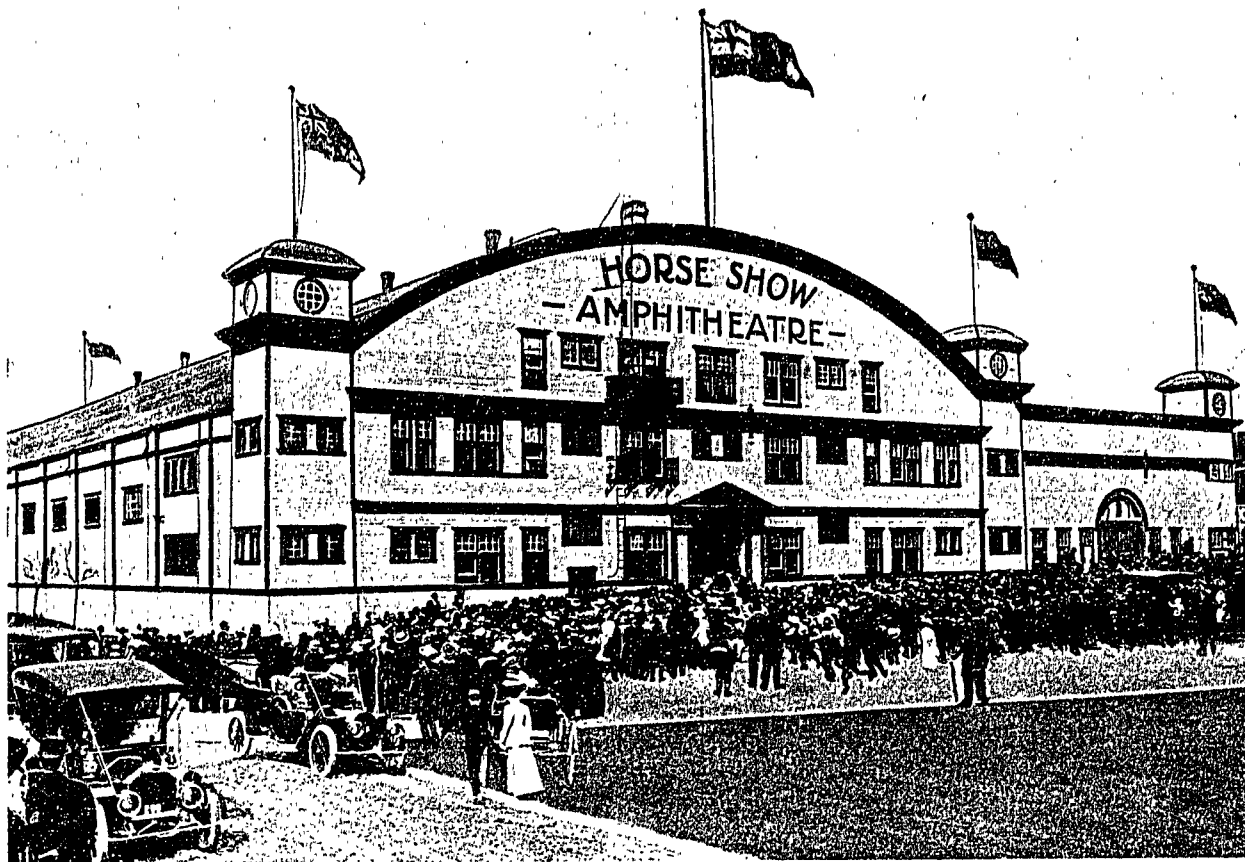
City Playgrounds Scene. Although Winnipeg is a comparatively young city, it is exceedingly well equipped for educational purposes. One of the recent extensions of the educational system is the addition of a public playground system. In summer, vacation time, these play grounds are well patronized and are a great boon to mothers and children.



Winnipeg's Fine Apartment Houses. Apartment blocks are a leading feature in the expansion of Winnipeg and some of them are equal to the highest class being constructed in the big cities of the continent. There are a greater number per capita in Winnipeg than any other city in Canada. Forty five apartments were built in 1909 at a cost exceeding \$2,000,000.



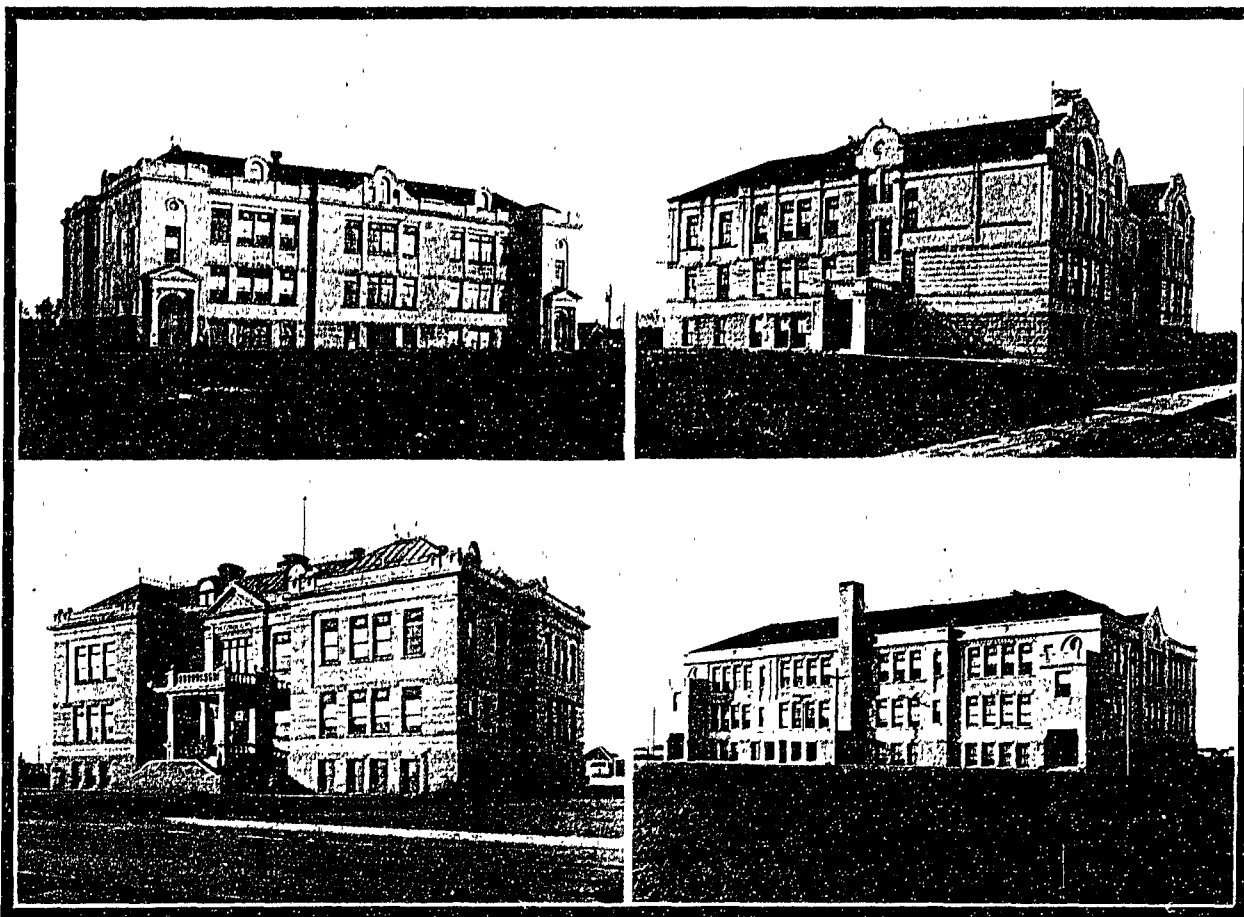
Charming Homes of Winnipeg. Great cities have fine estates. Winnipeg is not unlike others in this respect. It is a city of exceptional fine homes which gives richness and color to its avenue drives and tells of comfort and sweet content. To add to the restfulness and charm of the residential sections the boulevards under civic control are made bright with flower beds and blooming shrubs.



Horse Show Amphitheatre. The Winnipeg Horse Show Amphitheatre is one of the finest buildings for Horse Show purposes on the continent. It is also used for large gatherings of various sorts. The annual horse show is a big social event as well as being the occasion for showing a large number of especially fine horses, for which Winnipeg is justly noted.



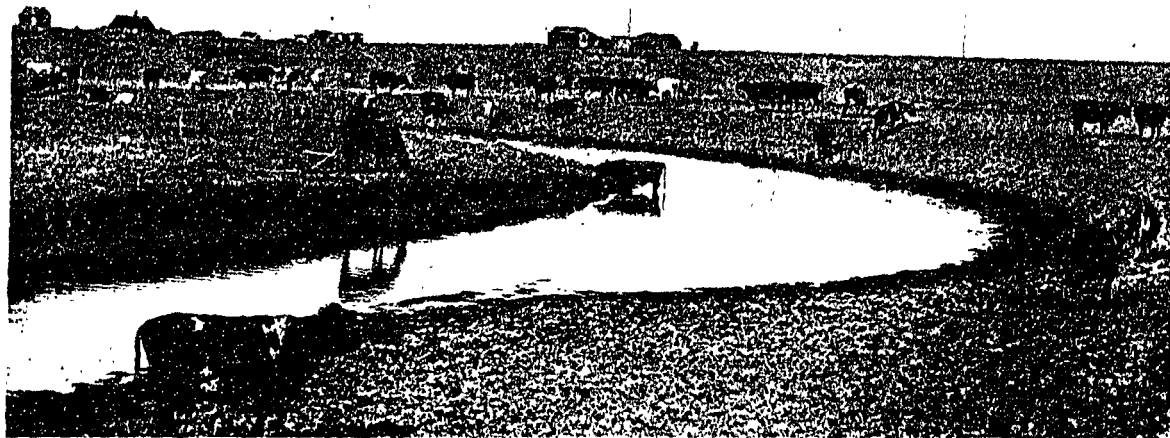
Churches of Winnipeg. Winnipeg is famous for its fine churches, all of which are largely attended. There are 122 churches and missions and the last church census taken show the following denominations based as per 100,000 population: 18 per cent Presbyterian, 17 per cent Church of England, 15 per cent Roman Catholic, 13½ per cent Methodist, 5 per cent Baptist, 5 per cent Hebrew, 7 per cent Evangelical, 3¼ per cent Congregational, 1 per cent Salvation Army, 7½ per cent other denominations and 8 per cent no preference.



Educational Facilities Unexcelled. The City contains excellent facilities for education, having 33 public schools with an enrollment of 17,000 pupils; there are six Parochial schools with 1200 pupils, six Colleges, a University, Provincial Agricultural College, Academies, Ladies' schools and two magnificent technical schools under completion to cost \$100,000 each.



Winnipeg Electric Railway System. No city on the continent has in operation a better, more up-to-date street railway system than Winnipeg. The cars are big, comfortable, and convenient; the fares, six and eight tickets for a quarter, are cheap. In the year 1900 less than 750,000 people were carried; in 1909 the number had increased to 26,000,000.



Western Farm Scene. The fields, the prairie and the farms of Western Canada are calling out for young people of purpose, of industry and ambition, and guarantees to them future happiness and prosperity. No country in the world can offer equal advantages and greater returns in mixed farming than this section called Western Canada. In Manitoba mixed farming is profitable and much available land open for settlement.



Wheat: the World's Wealth. The wonderful growth of Winnipeg has for its basis the solid foundation of agricultural resources. From Government sources it is estimated that there are 200,000,000 acres of wheat lands available in Western Canada that will produce returns such as is pictured by positive proof production in the photograph shown above. Only seven per cent. of the wheat lands of Western Canada are occupied.



WESTERN CANADA THE LAND OF OPPORTUNITY.

JUST PLAIN FIGURES

Proving the West's substantial progress and its possibilities for profitable employment of capital and energy.

MANITOBA, SASKATCHEWAN AND ALBERTA

	Land—Acres
Manitoba	41,169,098
Saskatchewan	155,092,480
Alberta	160,755,200

Only 8 per cent. of arable land under cultivation.

GRAIN ACREAGE, 1910—WESTERN CANADA

	Acres
Wheat	8,453,200
Oats	4,225,800
Barley	1,022,000
Flax	630,000

HOMESTEAD ENTRIES—WESTERN CANADA

1907	28,647
1908	30,424
1909	39,081
1910 (5 months)	23,354
1910 increase over same period in 1909 is 78 per cent.	

RAILWAY MILEAGE—WESTERN CANADA

	Miles
1900	3,680
1908	9,365
1909	11,472

Only eight per cent. of the available land under cultivation. Consider what this development makes possible for the business man and manufacturer.

YOUR OPPORTUNITY.

GET CLOSE TO THIS MARKET.

Special reports prepared and mailed free of charge on the manufacturing possibilities of any line of industry, by addressing CHAS. F. ROLAND, Commissioner of Industries, Winnipeg, Canada.

A STATEMENT OF FACTS

Showing the grain production and purchasing power of Manitoba, Saskatchewan and Alberta during the past five years.

1905—	Bushels produced	Value received
Wheat	84,506,857	\$65,915,348
Oats	66,311,800	26,198,484
Barley	13,477,800	6,723,900
Flax	478,130	645,475
Total for year 1905		\$98,483,207

1906—		
Wheat	94,201,984	\$71,513,507
Oats	94,244,000	32,042,960
Barley	16,888,000	8,781,760
Flax	628,958	818,645
Total for year 1906		\$113,156,872

1907—		
Wheat	70,922,584	\$75,177,949
Oats	74,513,561	41,727,575
Barley	19,187,449	10,553,096
Flax	1,710,500	2,052,500
Total for year 1907		\$129,511,120

1908—		
Wheat	96,863,689	\$95,895,052
Oats	108,987,855	41,415,384
Barley	24,050,645	12,025,322
Flax	1,424,330	1,780,412
Total for year 1908		\$151,116,170

1909—		
Wheat	118,109,000	\$115,746,820
Oats	163,998,752	46,758,575
Barley	30,542,000	13,743,900
Flax	3,599,000	6,118,300
Total for year 1909		\$182,368,964

Total grain production for five years. **\$674,635,964**



Winnipeg, the Capital City of Commerce

INCREASE WINNIPEG POPULATION		INCREASE WINNIPEG ASSESSMENT		INCREASE WINNIPEG BANK CLEARINGS	
1874	1,869	1899	\$23,519,520	1901	\$100,956,720
1885	19,574	1900	25,077,400	1902	188,370,000
1898	39,384	1902	28,615,810	1904	294,601,437
1902	48,411	1905	62,727,630	1906	504,585,914
1904	67,262	1906	80,511,727	1908	614,111,801
1906	128,232	1909	131,402,800	1909	770,649,322
1910 (estimated)	160,000	1910	157,608,220	1910 (10 months)	725,554,893

INCREASE WINNIPEG BUILDING		INCREASE WINNIPEG MANUFACTURING		INCREASE WINNIPEG WHEAT INSPECTED	
1903-4-5	\$26,264,500	1901—Output	\$8,606,248	1904	39,776,660 Bushels
1906-7-8	24,444,300	1906—Output	18,983,248	1906	73,097,950 "
1909	9,226,325	1910—Estd.	36,500,000	1908	76,121,940 "
1910 (10 months)	13,662,950	" —No. Factories	241	1909	88,269,330 "
		" —Hands Employed	14,300		

WHOLESALE TURNOVER 1910 EXCEEDS \$100,000,000



STOVEL COMPANY
ENGRAVERS AND PRINTERS
WINNIPEG